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American Railroad Journal.

New York, Saturday, February 3, 1877.

Railroads of Massachusetts.

The Board of Railroad Commissioners in their Eighth Annual Report, just issued, say that for the first time in the history of the State, since the railroad system was inaugurated more than forty years ago, no new railroad enterprise has been commenced during the past year. About twenty miles of additional or connecting track were built by old corporations to complete existing lines. Returns were received from 62 corporations representing the equivalent of nearly 3,836 miles, over 2,830 miles of which is within the borders of the State. The average cost of the standard gauge roads is returned at \$58,896 41 per mile and the equipment \$6,802 02 per mile; and the cost of the narrow gauge \$20,671 62 per mile and \$5,543 30 for equipment; the average cost of an equipped road irrespective of gauge is \$64,907 18 per mile, varying from \$115,457 92 for the Boston and Albany to \$12,026 25 for the Martha's Vineyard. These 62 corporations are represented by \$169,799,989 30 of securities, of which \$118,179,615 08 are in the shape of stock and \$51,620,374 27 in different forms of indebtedness. The capital stock

has decreased \$82,670 87 during the year and the indebtedness \$1,734,678 65.

The decrease in indebtedness is only apparent from the fact that materials on hand are for the first time treated as cash, and their appraised value deducted from the gross debt. The total earnings for the year were \$31,007,448 32, a falling off of \$1,582,087 66 from the previous year, the chief decrease being in the receipts from passengers. Of the year's earnings 44 per cent. were for freights and 46 per cent. for fares. The average sum earned on each mile of main track and branch road operated was \$12,508 06, varying from \$28,330 per mile on the New York, New Haven and Hartford to \$1,737 07 per mile on the Duxbury and Cohasset. The cost of operating was \$8,836 40 on each mile of road in use, and consumed 69 per cent. of the gross earnings. The total net income was \$9,546,820 80, or 5.6 per cent. on the permanent investment.

The total number of passengers carried was 41,133,229, a decrease from the preceding year of 1,006,442; the number of those traveling on season tickets was 5,918,878, an increase of no less than 344,242 over the preceding year.

The roads moved 48,708,193 more tons of freight one mile last year than during the previous year, and received \$581,256 49 less for doing it; and, as compared with 1872-3, they in 1875-6 moved 12,807,876 tons more of freight one mile, and received \$8,283,315 54 less for doing it. Of the corporations enumerated 36 paid no dividends, and 26 paid dividends ranging from 1 to 10 per cent., the average on the entire stock of dividend paying roads being 7.5 per cent., or 1.2 per cent. less than the previous year. Four roads paid a 10 per cent. dividend.

As interest, \$3,704,698 were paid, and the average rate was in the neighborhood of 7 per cent., being \$561,886 more than during the previous year.

The average cost of running a train one mile on passenger service was \$0.979 and on freight service \$1.084, the average rate on all trains being 8 per cent. less than last year. It appears that 1,754 tons of rolling stock was hauled for each passenger carried and 3.06 tons for every ton of freight. The total mileage of passenger trains

was 10,489,856 and of freight trains 9,484,471. The average rate of fare was 2.23 cents per mile and the best estimate that can be made of the average cost of freight is 2.17 cents per mile. The most striking feature of the year's business, has again been the extremely low rates at which merchandise has been carried for long distances.

During the year 151 miles of road have been laid with steel rails, making 1,144 out of 3,104 miles or 37 per cent. now laid in steel in the State. The number of telegraph stations has been increased from 498 to 531, or nearly one to every 4.6 miles of road. The rolling stock has been increased about one per cent. and all the standard gauge roads are now equipped with the train brake except the Providence and Worcester and the Boston, Barre and Gardner roads. The number of stations is 1,101, a decrease of 50, and only 2 additional grade crossings are reported. The total number of these is 2,776, and the casualties at them have doubled over what they were during the previous year.

The returns from thirty street railway corporations show a capital stock of \$5,664,350 and a debt of \$2,832,576 14—an aggregate increase in the former of \$68,075, and in the latter of \$59,098 61. During the year an aggregate of 1,405,418 round trips were made, amounting to a total mileage of 9,180,952 miles, and 51,361,972 persons were carried, being 10,228,748 more than were carried by the steam roads during the same time, and an increase of 920,196 over the number carried during the previous year. The average amount received for the carriage of each person was 5.76 cents, and the average cost for the carriage of each person was 4.55 cents, leaving an average profit to the company of 1.21 cents on each passenger. One corporation made dividends of 10 per cent., 4 of 9 per cent., 2 of 8 per cent., 4 of 6 per cent., 1 of 4 per cent., 1 of 3 per cent., and 17 made no dividends. The average rate of dividend was 6.04 per cent.

Controller Olcott, of this State, commenced on Tuesday, the 30th ult., the payment of \$2,000,000 of the Bounty Debt. Bonds, either coupon or registered, to this amount will be redeemed at par and interest to April 7, 1877, the date of matur-

ity, by the Manhattan Company of New York, in the order of their presentation.

Erie Railway.

EXTRACTS FROM THE REPORT OF THE GENERAL SUPERINTENDENT.

H. J. JEWETT, Esq.,

President and Receiver Erie Railway Co.

SIR:—I beg respectfully to submit the following report of the operations of the road for the fiscal year ending September 30th, 1876:

The freight tonnage, for the year ending September 30th, 1876, was 5,792,818 tons, or 267,125 less than for the previous year.

The decrease was altogether in the coal trade, which fell off 544,923 tons; the general business showing an increase of 277,798 tons; and the total of all freight moved one mile, an increase of 23,813,871 ton-miles. The passenger business shows a like result in the decrease of the number of passengers—10,024—and an increase of passenger mileage of 7,677,991 miles.

The working expenses for the year were \$447,929 17 less than the preceding year.

MAINTENANCE OF WAY.

There have been used in the repairs of track during the year 9,484,790 tons of steel rails; 7,523,147 tons of re-rolled iron rails, and 606,199 cross ties.

When you took charge of the property in July, 1874, there were but 176.25 miles of steel rails in the track. There are now 340.97 miles; an addition of 164.72 miles, or 93.45 per cent. The steel is located as follows:

Division.	Total Miles Steel, September 30th, 1876.	Miles of Main Track, not including branches.	Per cent. laid in steel.
Eastern.....	137.91	174.50	79.00
Delaware.....	111.06	165.50	67.10
Susquehanna....	25.89	257.75	10.04
Western.....	1.76	128.	1.38
Buffalo.....	64.35	130.	49.50
Rochester.....	.....	128.75	.....
	340.97	984.50	34.63

The amount of rails of all kinds placed in the track each year, since 1868, is as follows:

Year.	Number of Tons.
1869.....	34,695.909
1870.....	26,441.160
1871.....	23,969.1440
1872.....	20,174.2069
1873.....	25,743.1193
1874.....	13,858.360
1875.....	19,070.268
1876.....	16,988.20

It will be observed that in the fiscal year ending September 30th, 1874, there were but 13,858.360 tons of rail replaced, or about one-half the usual annual quantity. The deficit had to be made good, as far as possible, in the subsequent two years, in addition to the wear of that time.

The total amount laid in 1875 and 1876, is less than previous years; but your adoption of the use of steel rapidly made the requirements less. The condition of the track is about the same as at the date of last report, except so far as improved by the additional quantity of steel rails. New iron turn tables have been put in at Buffalo, Hornellsville, and Attica, during the year.

Some considerable additions have been made to the drainage. The ballast has not at any time been sufficient in quantity or of approved quality, and is now very much worn and in need of renewal. The track will require for its proper maintenance during the current year 9,400 tons steel rails, 8,500 tons re-rolled iron rails, and 650,000 cross ties.

The quantity of steel above named, will be sufficient to complete the main track with continuous steel rails from Jersey City to Susquehanna, a distance of 191 1/2 miles. The propriety of substitut-

ing steel for re-rolled iron rails west of Susquehanna is respectfully suggested.

It would tend greatly to the immediate economy and promptness of moving trains if the double track were extended from Canisteo to Adrian, on the Susquehanna Division, a distance of six miles, as it would afford at once relief to the Hornellsville yard, now overtaxed with the terminal work of three divisions.

Also, from Pine Grove to Narrowsburg, six miles, and from Stockport to Lordville, on the Delaware Division, five and three quarter miles.

THIRD RAIL.

A third rail to form a gauge of 4 feet 8 1/2 inches was laid between West Junction and East Buffalo, and opened for business on the 1st of June last.

The cost of this rail, with the necessary fastenings, frogs, spikes, etc., put down in the track was \$1,060,032 18.

This forms a continuous connection via the Lehigh Valley Railroad from Philadelphia and the anthracite coal regions of Pennsylvania to Buffalo and the West. The business on this new line has been good, and bids fair to be permanent and profitable.

BRADFORD BRANCH.

The development of the oil territory on the line of the Bradford Branch, has so far increased the business on that road that the revenue thereon is now something more than the working expenses.

The business is greater than that of the previous year by 280 per cent., mostly in the last seven months.

There are now down and in progress, about 300 wells in the vicinity of the road; most of those completed are producing oil in paying quantities, and promise to be permanent.

Some needed improvements in the way of side tracks and depots are required to accommodate the traffic.

The Elmira and State Line Railroad Company have connected their track with our road at Southport Junction, near Elmira. This road affords an additional outlet to the coal from the Blossburg region, and it is expected will afford additional traffic to our line as well as lessen the cost of coal used in our service.

MOTIVE POWER.

During the year twenty first class locomotives were purchased of the Brooks' Locomotive Works at a cost of \$196,000 and four new locomotives of the Mogul pattern were constructed in the Company's shops at Susquehanna, at a cost of about \$44,000. These are the only new locomotives placed in the revenue service on the line of the road since August, 1872, and have not made good the depreciation of the intervening period.

Notwithstanding the addition of twenty-four new locomotives during the year, we have but eight additional numbers, sixteen having been condemned and destroyed. Since the date named (August, 1872), and prior to 1874, six new switching engines had been purchased and are in use in the yards; also three narrow-gauge engines purchased of the New York, Boston and Montreal Railroad, used in switching at Buffalo, and on the Suspension Bridge Branch, and one narrow gauge engine purchased in 1875, for the International Bridge Branch.

Of the four hundred and sixty-nine locomotives owned by the company, one hundred and sixteen are inside connected or crank engines, which are more expensive to keep in repair than the modern patterns. The locomotives embrace eighty-three different varieties, which fact, obviously, largely increases the expense of maintenance, requiring a corresponding amount of special patterns, tools, and materials. Of the forty-five locomotives on the Western Division, thirty-six are of the standard pattern, and the cost of repairs on that division shows 4.41 cents per mile run, while on the whole road, including that division, the cost was 7.05 cents per mile. This economy

of repairs is obtained from the uniformity of the engines, and clearly proves the importance of adhering to the standard in all future additions.

The engine houses and stalls are quite insufficient for sheltering the locomotives, and consequently during the winter months the cost of their care is increased.

CARS.

There have been built during the year, in the company's shops, fifty-nine new passenger cars, and ten new baggage and express cars. Of these forty-three passenger cars, four baggage, and two express cars are additions made to these classes of cars during the year, the entire cost of which has been charged to the expenses.

Of all classes of freight cars, two hundred and eighty-six (fifty of which were four wheeled coal cars) were destroyed.

There were built in the company's shops two hundred and forty seven; purchased, seventy-eight; increasing the total number of freight cars by sixty three.

In the freight car equipment are two hundred and thirty varieties, many of them differing in their essential parts; as, for example, nineteen different journal bearings, fifty-three journal boxes, twenty-seven drawheads, and fifty-two brake shoes. This involves the necessity of carrying a large stock of material at the respective shops, and largely increases the cost of current repairs.

The equipment of box cars is entirely inadequate to the demands of the traffic, and at certain periods of the year the revenue of the company could be increased if we could command additional cars.

This business is not of a character that, so far as this company is concerned, can be distributed over more time, and thus keep the cars more regularly and constantly employed, but is mostly competitive, and is taken by other lines, our proportion being limited by the supply of box cars.

The Rochester Division was during the year placed under the charge of the Superintendent of Buffalo Division, dispensing with the Superintendent's office at Avon.

I cannot neglect this opportunity to refer to the necessity that exists for some important modifications of the property of the company. You are struggling to compete for a common business with parallel lines of railway having double tracks of steel rails, an abundant equipment, adequate shops, and convenient depots for the transaction of their business; while you are limited by a single track on a large portion of your road, the shops inconvenient in arrangement and insufficient in capacity, many miles of iron rails that rapidly fail under the heavy traffic, and damage by their imperfections the rolling stock, which is in itself quite inadequate, when all of it is kept in the service. The exceptional gauge is also an element of constant cost, while it also largely tends to limit the amount of the revenue, by limiting the amount of property that will be entrusted to you for transportation while the possibility of transfer exists.

Estimates of the cost of this undertaking have been prepared in detail from time to time, and while the amount of money required is large, it is confidently believed that the return from the investment will be more than ordinarily remunerative.

Very respectfully,

E. S. BOWEN,

General Superintendent.

GENERAL SUPERINTENDENT'S OFFICE,

NEW YORK, Dec. 5, 1876.

The Missouri Pacific Railroad Company has entered suit in the Circuit Court of St. Louis county against the Atlantic and Pacific Railroad (now called the St. Louis and San Francisco Railroad) for breach of contract, and asks judgment in the sum of \$7,650,000. The suit grows out of the lease of the Missouri Pacific and its branches in June, 1872, to the Atlantic and

Pacific, which, it is claimed by the plaintiff, was unlawfully broken, and the aggregate sum prayed for is made up of several amounts which plaintiff alleges were lost through the act of the defendants and the sale of the Missouri Pacific under decree of the United States Circuit Court last Fall.

Mississippi and Tennessee Railroad.

The earnings of this road for the years ending September 30, 1875 and 1876 were as follows:

	1875.	1876.
From passengers.....	\$128,328 42	\$126,168 48
" freight.....	312,725 97	330,168 28
" express.....	5,000 00	5,000 00
" mails.....	8,000 00	6,263 10
" privileges.....	1,866 85	1,672 24

\$455,910 74 \$469,272 00

Expenses, viz:

Conducting transp.....	\$63,190 23	\$58,152 78
Motive power.....	76,124 82	70,756 87
Maintenance of way.....	81,391 49	76,121 29
Maintenance of cars.....	23,871 49	22,442 76

\$244,578 03 \$227,478 70

Net earnings.....\$211,332 71 \$241,798 80

Compared with the previous year the gross earnings show an increase of \$13,361 26, with a decrease in expenses of \$17,104 33, making the increase in net earnings \$30,465 59. The operating expenses in 1875 were 53.65 per cent of gross earnings; in 1876 they were 48.48 per cent. There was a decrease in the receipts from passengers of \$2,159 99, from mails of \$1,736 90, and from privileges of \$184 11; while the receipts from freight show an increase of \$17,442 26. The increase in freight receipts is stated by the President to be due to the extremely large cotton crop raised along the line of the road last season. There was an increase in the receipts of local cotton at Memphis of 22,990 bales and an increase in shipments from local points to New Orleans of 3,465 bales, also an increase in shipments from Memphis to New Orleans of 8,877 bales, and a decrease from connections of 3,676 bales, thus making a total increase of 31,656 bales. The number of bales of cotton received at Memphis the past year was 69,064, against 49,750 in 1875, an increase of 19,314. The number of bales forwarded to New Orleans from Memphis and local stations was 53,159, against 40,817 in 1875, an increase of 12,342. The total movement of cotton for the year 1876 was 122,223, against 90,567 in 1875, an increase, as stated above, of 31,656.

The equipment of the road consists of 12 locomotives, 11 passenger, 5 baggage and mail, 4 cabooses, 80 box, 44 flat, 8 stock, 12 hurdle, 14 hand, and 6 boarding and tool cars.

The mileage of engines has been; on passenger trains, 122,435; on freight trains, 69,166; on switching trains, 17,950; on construction trains, 38,108—total, 237,662; at a cost per mile run for repairs, fuel, wages and stores of 21.78 cents. The report says:

The company has sustained scarcely any loss from accident and we find our roadway and equipment all in excellent condition. We have bought as little material as possible and have run our trains as economically as prudence would permit.

Our motive power is in better condition than ever before and our rolling stock is in good order. Our passenger and freight equipment, though limited, we consider ample at present.

During the fiscal year just closed 144.30 tons new, and 845.870 tons re-rolled sixty pound fish bar iron has been laid in track at a cost of \$14,-

191 29 or \$29 851 per ton, including freight, rail-ings, etc., making 3,357-440 miles.

Our bridges and trestles are in good order, but with so large an amount of perishable material, the expenses for maintaining same in good order cannot be materially decreased.

Our funded debt last year was.....\$2,265,744 00
Our funded debt now is.....2,173,074 00

Decrease.....\$92,670 00
Our floating debt last year was.....\$112,644 75
Our floating debt this year is.....101,120 08

Decrease.....\$11,524 72
which is still further reduced by cash on hand \$13,637 60, and other assets \$78,849 40.

You therefore see, from the earnings of the road, we have kept it in good order, made such improvement and additions as were necessary, have paid promptly all interest on our funded and floating debt; besides having reduced our funded debt \$92,670, and our floating debt \$11,524 72.

Passenger trains have run 126,923 miles, earning per mile, 99½ cents; freight trains have run 82,631 miles, earning \$3 99½. Total train mileage, 209,554 miles. Receipts per mile, \$2 24; expenses, \$1 08½; net receipts, \$1 15½. Receipts per mile of road, \$4,692 72.

TREASURER'S REPORT.

Construction (original cost of road).....	\$2,011,197 77
Equipment (" ").....	185,832 84
Reconstruction and equipment.....	759,624 47
Road expenses.....	227,478 70
Coupon interest.....	142,884 00
Interest on Tennessee bonds.....	21,786 54
Salaries.....	5,741 64
Mississippi State taxes.....	6,586 87
Attorney's fees, interest, etc.....	7,406 58
Bills receivable.....	\$3,267 54
State of Tennessee coupons.....	4,110 00
Material on hand.....	29,525 20
Cash.....	13,937 60
Bank account.....	20,000 00
Ledger balance.....	21,446 66

Profit and loss.....108,846 62

\$3,568,866 08

Capital stock.....	\$825,400 00
Eight per cent consolidated bonds.....	1,254,800 00
First mortgage bonds.....	600,000 00
Income bonds.....	1,500 00
Due State of Tennessee.....	310,774 00
Bills payable.....	\$31,034 76
Mississippi two per cent fund.....	20,949 07

Interest due State of Tennessee.....4,083 86

Eight per cent coupons due Jan. 1, 1873 to July 1, 1876.....12,236 00

First mortgage coupons, due Oct. 1, 1873 and Oct. 1, 1874.....210 00

Pay rolls.....15,869 57

Vouchers.....10,554 55

Ledger balance.....6,183 02

Receipts of road.....469,272 00

\$3,568,866 08

President.—H. S. McComb.

Vice President.—F. M. White.

Directors.—H. S. McComb, F. M. White, E. C. Walthall, A. T. Lacey, A. M. West, N. B. Sledge,

Nat. Howard, R. P. Neely, John Robertson.

Sec'y and Treasurer.—S. H. Lamb.

Superintendent.—M. Burke.

Henry A. Whitney, of Boston, has been

re-elected President, and B. B. Torrey Treasurer

of the Providence, Warren and Bristol Railroad.

Debt of New York City.

The following is an extract from the Reply of the Comptroller to the Assembly Committee.

There are three distinct kinds and classes of bonds, which require separate consideration in treating of the bonded debt of the city.

1. Bonds payable from taxation or from the sinking fund, known as "The Funded or Permanent Debt."

2. Bonds payable from assessments known as "temporary debt."

3. Bonds issued in anticipation of the collection of taxes known as "revenue bonds."

The following statement exhibits the amount of each class of bonds composing the "bonded debt" of the city of New York on December 31, 1876:

Funded Debt, or long bonds—

Amount payable from sinking fund.. \$21,439,564

Amount payable from taxation.....98,191,749

\$119,631,313

Temporary debt or assessment bonds—

Amount payable in whole or in part from assessments for opening and improving streets, avenues and boulevards.....22,371,400

Revenue bonds payable from taxation.....6,104,844

Total amount of bonded debt of the city of New York December 31, 1876.....\$148,107,557

The securities held by the sinking fund amounted on December 31, 1876, to \$28,179,102, of which amount the sum of \$21,439,563, as above stated, is pledged for the redemption of the funded debt, leaving an excess of \$6,739,539 in the sinking fund for the redemption of the city debt not now appropriated by law to any special object.

Bonds of the first class, or funded debt bonds, are issued in pursuance of special laws, such as the acts authorizing the opening and improvement of Central Park and other public parks and places, the supply of the city with Croton water, the payment of riot damages, the erection of the new County Court House and the Third District Court House, the Museum of Art and Natural History, the Brooklyn Bridge, the docks and many other public works and purposes, a number of which are in force, and still compel further issues of stocks and bonds.

Bonds of the second class, or assessment bonds, are issued to raise money to pay the expense of opening and improving streets, avenues, boulevards, &c., under the direction of the Department of Public Works and the Department of Public Parks.

Bonds of the third class, or revenue bonds, are issued in anticipation of the collection of taxes to provide for the current expenses of the city government and other annual appropriations. They fluctuate in amount, and toward the close of the year for which the taxes are levied they sometimes exceed \$20,000,000 outstanding bonds.

The necessary papers were filed at Albany, N. Y., on the 27th ult. in the office of the Secretary of State on behalf of a corporation called the Chambers Street Railroad Company of New York, for the construction of a railroad commencing on South street, at James Slip, along James Slip to New Chambers street, then to Chambers street and to West street—a total distance of one mile. The names of the incorporators are Peter Charles Smith, W. Anderson, Jacob D. Ackerman, Horace F. Chase and others. The capital stock is put down at \$30,000.

In the action of the State of Maine against the Maine Central Railroad Company for the State tax of 1875, the company claiming exemption from the terms of the charter, the full Court has decided in favor of the State. The amount involved up to the present time is \$56,000.

Sunbury and Lewistown Railway.

The Sunbury and Lewistown Railroad Company was one of the roads that went into the hands of a receiver about two years ago, and was sold to the holders of its first mortgage for \$551,000 at public sale, and there were given in on account of the purchasers \$400,000 on first mortgage bonds, leaving \$151,000 to be paid in cash. Unable to meet this payment the bondholders made a pool, and the road being put up again, was sold in March of last year. The amount that was contributed was over \$161,000. The auditors, after a careful examination, have authorized the distribution of the surplus, amounting to \$10,791, amongst the bondholders in the pool. The name of the new corporation will be the "Sunbury and Lewistown Railway Company."

Commerce of New York.

We give below, from the *New York Journal of Commerce*, a statement of the Commerce of New York, for 1876, in comparison with that for the five preceding years. The following is a comparative table showing the relative totals imported at New York in each year since 1850:

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851	\$119,592,264	\$9,719,771	\$2,049,543	\$131,361,578
1852	115,336,052	12,106,342	2,408,225	129,849,619
1853	179,512,412	12,156,387	2,429,083	194,097,882
1854	163,494,984	15,768,916	2,107,572	181,371,472
1855	142,900,661	14,103,946	855,631	157,860,238
1856	193,839,646	17,902,578	1,814,425	213,556,649
1857	196,279,362	21,440,794	12,898,033	230,618,129
1858	178,578,256	22,024,691	2,264,120	202,867,067
1859	213,640,363	28,708,732	2,816,421	245,165,516
1860	201,401,693	28,006,447	8,852,330	238,260,460
1861	95,326,459	30,353,918	37,088,413	162,768,790
1862	149,970,415	23,291,625	1,390,277	174,652,317
1863	174,521,766	11,567,000	1,525,811	187,614,577
1864	204,128,236	11,731,902	2,265,622	218,125,760
1865	212,208,301	10,410,837	2,123,281	224,742,419
1866	284,033,567	13,001,588	9,578,029	306,613,184
1867	238,297,955	11,044,181	3,306,339	252,648,475
1868	232,344,418	11,764,027	7,085,389	251,193,834
1869	275,779,976	14,789,235	15,788,662	306,357,873
1870	289,618,878	13,716,800	11,864,644	315,200,022
1871	349,635,398	28,878,294	6,348,608	384,862,300
1872	369,083,458	67,499,090	5,594,208	442,176,756
1873	293,035,348	86,934,877	18,605,611	398,575,836
1874	278,677,532	108,598,631	6,407,571	393,683,734
1875	235,398,509	91,791,853	13,438,557	340,628,919
1876	202,486,773	76,659,977	26,217,888	305,364,638

Under the head of dutiable, in the above table, are included the goods entered directly for consumption which are subjected to duty, and also those entered in bond for warehousing. These, with the free goods and the specie, make the total landed at the port. Including the specie, the imports for 1876 are \$35,264,281 below the total for 1875; but deducting the specie in both years, the falling off in merchandise imports for the twelve months amounts to \$48,043,612—a decline of nearly one million per week.

The following table will show the classification of imports at New York for the years—

	1874.	1875.	1876.
Dry goods	\$106,620,458	\$99,816,025	\$80,716,168
Gen. mdae	280,765,710	227,374,337	198,430,587
Specie	6,407,571	13,438,557	26,217,888

Total \$353,888,739 \$340,628,919 \$305,364,638

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1874.	1875.	1876.
1st	\$67,090,467	\$56,986,570	\$61,049,989
2d	76,341,142	64,632,018	63,007,840
3d	72,729,951	64,463,912	74,797,262
4th	67,778,573	70,789,688	76,696,873

Total \$283,940,133 \$256,862,168 \$275,550,964

Foreign imports entered at New York during the years 1871, 1872, 1873, 1874, 1875 and 1876:

	1871.	1872.	1873.	1874.	1875.	1876.
January	\$14,169,556	\$17,940,512	\$17,270,331	\$13,846,907	\$11,530,339	\$12,343,984
February	16,995,041	21,033,566	20,711,242	16,205,796	19,475,483	13,016,690
March	22,639,471	20,779,299	18,625,391	18,498,458	15,821,051	13,575,155
April	18,516,940	22,863,493	14,768,239	15,264,417	12,554,059	8,976,397
May	16,544,919	16,368,468	12,716,218	13,394,964	10,703,394	9,286,918
June	14,778,135	9,769,316	10,797,549	13,011,657	9,211,058	8,065,972
July	16,410,318	9,885,624	14,528,180	14,771,441	12,029,470	9,833,959
August	23,609,684	23,353,773	18,383,799	16,661,136	15,224,134	12,335,681
September	21,432,482	17,298,016	15,552,471	16,461,723	11,962,598	10,897,824
October	17,432,743	15,342,844	11,589,174	12,877,631	10,472,066	10,904,454
November	13,123,708	10,395,475	7,311,918	11,132,035	9,291,475	8,280,412
December	11,643,251	11,929,042	7,890,803	11,859,265	7,782,819	7,897,188
Total	\$207,287,248	\$196,959,418	\$170,146,207	\$173,465,430	\$146,057,944	\$125,423,644

	1871.	1872.	1873.	1874.	1875.	1876.
January	\$11,058,118	\$14,904,602	\$10,956,219	\$7,612,441	\$5,716,038	\$6,283,594
February	13,046,484	14,570,487	10,263,357	9,438,177	8,135,428	7,952,726
March	13,271,955	15,885,953	12,697,010	11,761,814	11,458,257	10,340,471
April	12,023,501	20,310,346	14,189,071	13,156,559	9,454,372	8,224,335
May	14,842,869	23,002,975	12,930,999	12,118,107	10,092,919	8,078,024
June	13,382,176	17,913,638	10,936,539	11,403,659	10,322,510	8,661,930
July	12,468,220	20,318,307	10,882,627	10,225,286	8,265,645	4,943,729
August	12,389,991	12,239,624	8,961,397	7,729,850	8,332,009	6,515,066
September	8,869,861	9,143,531	8,554,041	6,537,649	5,251,758	5,580,492
October	10,315,641	8,446,254	9,188,567	6,009,809	4,203,764	4,213,063
November	9,371,091	7,679,647	7,819,080	4,253,653	4,089,354	3,617,664
December	11,308,353	8,008,676	5,511,234	4,965,098	3,998,511	4,452,046
Total	\$142,348,150	\$172,124,040	\$122,890,141	\$105,212,102	\$89,340,565	\$77,063,129

	1871.	1872.	1873.	1874.	1875.	1876.
January	\$3,355,702	\$2,729,060	\$9,463,302	\$8,752,317	\$7,438,591	\$10,730,464
February	2,951,198	2,424,389	7,751,965	8,972,881	8,042,547	6,824,451
March	2,577,244	2,561,827	11,303,532	12,188,280	8,248,598	7,226,442
April	2,094,332	3,206,479	7,639,863	12,148,979	6,605,645	6,485,507
May	2,768,231	3,111,784	8,772,153	9,902,831	12,453,830	6,190,616
June	2,086,100	3,926,874	6,463,404	8,384,104	7,447,296	5,682,205
July	1,985,993	5,890,400	5,612,362	7,653,244	5,990,042	4,836,341
August	2,067,145	7,293,732	5,287,413	7,710,581	7,611,672	4,109,489
September	2,708,233	7,849,413	5,666,223	7,343,719	6,059,501	5,156,662
October	2,300,611	6,867,654	6,498,173	9,195,895	5,390,015	5,715,614
November	1,609,142	5,574,918	5,653,953	8,564,179	7,687,532	5,403,182
December	2,384,363	6,987,490	6,813,534	7,781,621	6,816,384	8,329,894
Total	\$28,878,294	\$57,429,020	\$86,924,877	\$108,598,631	\$91,791,853	\$76,659,977

	1871.	1872.	1873.	1874.	1875.	1876.
January	\$208,686	\$105,322	\$113,939	\$99,014	\$146,282	\$398,197
February	2,498,601	177,701	133,953	822,784	1,269,902	183,463
March	207,394	291,189	814,688	150,894	2,761,677	76,799
April	332,888	63,619	582,253	194,972	1,423,291	117,992
May	142,477	96,023	196,821	1,054,630	812,905	175,953
June	1,352,006	43,724	950,051	188,356	1,126,920	498,860
July	176,640	2,041,904	149,957	557,758	813,981	418,960
August	336,398	94,956	83,559	941,489	366,477	936,490
September	331,679	2,088,045	876,261	1,027,992	1,236,183	1,865,961
October	605,862	268,946	9,869,869	415,395	1,813,033	3,606,346
November	33,779	155,482	3,366,460	306,405	1,031,950	5,896,110
December	122,201	173,297	1,467,790	647,882	635,956	11,252,736
Total	\$6,348,608	\$5,594,208	\$18,605,611	\$6,407,571	\$13,438,557	\$26,217,888

	1871.	1872.	1873.	1874.	1875.	1876.
January	\$28,792,062	\$35,679,496	\$37,603,691	\$30,310,679	\$24,831,250	\$29,756,259
February	35,491,324	38,206,143	38,860,517	35,439,638	36,923,360	27,977,330
March	38,696,064	39,218,268	43,440,621	42,599,446	38,289,583	32,018,867
April	32,967,661	46,443,937	37,179,426	40,764,927	30,037,367	23,604,232
May	34,288,496	42,579,240	34,616,191	36,470,532	34,063,048	23,671,511
June	31,598,417	30,663,552	29,147,536	32,987,776	28,107,782	21,108,987
July	31,041,171	38,136,235	31,173,126	33,207,729	27,119,138	20,033,079
August	38,403,205	42,987,085	32,716,178	33,043,056	31,534,492	23,896,716
September	33,342,255	36,379,005	30,648,996	31,371,083	24,510,040	23,529,949
October	30,645,557	30,919,698	37,145,783	28,498,730	21,878,875	24,439,477
November	24,137,720	23,805,523	24,151,411	24,256,272	22,100,311	23,196,366
December	25,468,168	27,093,505	21,682,360	24,733,866	21,233,670	31,931,863
Total	\$384,862,300	\$432,106,686	\$398,565,836	\$393,683,734	\$340,628,919	\$305,364,638

	1871.	1872.	1873.	1874.	1875.	1876.
January	\$13,006,264	\$12,399,012	\$9,567,918	\$11,188,750	\$7,778,404	\$5,989,607
February	9,685,262	11,734,891	11,061,672	9,422,534	8,435,817	6,997,493
March	11,695,478	10,995,303	12,192,307	10,252,766	8,714,383	7,742,293
April	10,029,482	11,136,287	11,241,194	10,216,151	9,987,429	7,665,238
May	10,070,612	10,199,829	10,806,601	8,251,185	7,012,808	6,844,256
June	8,711,237	7,584,971	8,972,554	7,732,255	6,732,115	6,519,509
July	9,940,469	25,779,161	10,033,698	8,434,063	8,365,912	5,707,543
August	12,596,633	22,874,347	13,321,225	8,373,117	9,704,702	8,360,063
September	12,889,575	15,156,684	10,643,181	10,969,413	10,347,320	6,843,729
October	10,862,097	7,861,494	7,861,494	8,910,486	7,983,269	6,963,867
November	9,005,491	8,374,855	7,496,162	5,679,873	6,812,727	5,229,793
December	7,168,756	6,146,201	8,364,148	5,350,929	4,636,127	3,286,993
Total	\$125,661,366	\$151,083,905	\$120,562,054	\$104,781,542	\$96,511,013	\$78,149,324

	1872.	1873.	1874.	1875.	1876.
January.....	\$13,317,086 82	\$10,763,626 44	\$10,042,084 05	\$8,072,846 12	\$8,160,728 44
February.....	14,710,928 08	12,893,637 89	10,186,365 08	11,811,046 95	9,473,003 56
March.....	14,095,994 24	12,101,274 64	10,793,792 81	10,323,619 78	10,237,275 36
April.....	13,948,999 00	9,826,491 32	9,596,770 71	9,603,087 82	7,764,457 04
May.....	10,806,468 93	8,862,528 38	8,369,597 45	7,474,171 61	7,575,997 28
June.....	6,943,232 70	7,533,957 98	7,899,243 17	6,656,462 06	6,619,735 25
July.....	7,251,160 35	10,008,929 55	9,654,569 49	9,273,546 61	7,497,199 39
August.....	19,335,156 81	13,023,085 73	11,802,593 20	11,417,506 51	10,125,386 42
September.....	13,274,126 81	10,959,722 11	11,400,273 11	10,163,829 28	8,634,411 36
October.....	10,655,390 80	7,656,384 95	8,678,567 56	8,209,316 27	8,031,580 14
November.....	7,274,100 46	5,588,338 86	6,364,535 53	7,034,576 39	5,720,296 82
December.....	6,603,157 70	6,298,967 85	6,312,995 27	5,349,574 79	4,822,595 04

Total..... \$138,215,802 69 \$115,516,935 70 \$111,101,287 43 \$105,388,593 19 \$94,562,666 10

Exports from New York to foreign ports during the years 1871, 1872, 1873, 1874, 1875 and 1876:

	1871.	1872.	1873.	1874.	1875.	1876.
January.....	\$18,370,758	\$18,179,489	\$19,379,497	\$22,658,022	\$18,559,948	\$21,046,814
February.....	18,259,723	16,746,878	20,474,949	20,078,112	17,839,488	17,612,843
March.....	21,211,713	16,602,687	21,045,792	22,099,528	18,669,717	19,981,600
April.....	17,923,694	16,118,266	24,522,926	22,272,739	18,933,522	17,458,396
May.....	17,066,928	14,746,837	24,764,461	22,781,958	19,783,016	20,652,833
June.....	17,432,767	19,048,152	23,225,558	28,275,416	23,403,223	22,060,231
July.....	17,147,740	19,140,248	24,288,308	25,948,400	23,681,774	24,313,669
August.....	18,800,769	19,569,529	23,435,700	23,945,524	19,715,518	23,972,298
September.....	20,100,569	18,950,574	25,089,419	21,203,301	18,974,565	24,675,821
October.....	21,755,792	24,374,195	30,609,745	23,395,284	22,606,151	23,027,990
November.....	18,603,795	22,462,482	27,132,751	19,108,192	22,284,560	23,783,896
December.....	18,778,999	20,536,351	24,208,221	22,435,422	23,230,242	27,189,911

Total..... \$225,553,247 \$225,475,687 \$288,707,357 \$274,201,898 \$247,681,724 \$265,774,302

	1871.	1872.	1873.	1874.	1875.	1876.
January.....	\$43,412	\$86,642	\$242,121	\$133,831	\$278,870	\$184,722
February.....	29,805	272,341	155,079	183,447	145,871	301,844
March.....	121,098	120,905	331,644	191,435	351,906	333,757
April.....	97,823	64,958	197,907	193,200	226,017	286,205
May.....	169,250	36,977	222,853	196,911	167,791	146,737
June.....	71,712	97,264	106,465	247,428	129,502	97,494
July.....	121,536	61,806	107,178	130,591	140,754	326,934
August.....	148,519	325,153	99,313	222,271	60,785	301,171
September.....	193,707	81,297	155,607	123,540	43,502	108,764
October.....	15,092	108,660	103,781	249,674	118,611	75,117
November.....	64,464	180,202	291,264	106,843	157,207	165,170
December.....	56,845	161,805	94,041	362,296	200,059	788,475

Total..... \$1,133,263 \$1,598,010 \$2,107,253 \$2,341,467 \$2,021,175 \$3,415,390

	1871.	1872.	1873.	1874.	1875.	1876.
January.....	\$423,706	\$684,874	\$428,932	\$663,585	\$452,585	\$268,690
February.....	450,214	895,950	508,974	464,052	126,628	390,300
March.....	806,521	806,427	604,773	618,255	560,539	629,419
April.....	908,557	906,560	898,935	835,357	441,316	517,250
May.....	783,607	1,097,133	1,276,712	812,868	663,714	776,551
June.....	890,659	946,144	1,111,303	725,265	783,617	1,013,637
July.....	600,377	858,934	686,017	375,387	623,941	534,958
August.....	461,249	569,061	808,496	417,064	478,046	324,092
September.....	569,026	652,927	553,986	363,573	445,027	628,555
October.....	586,343	641,894	533,312	640,594	581,819	290,985
November.....	564,328	982,532	1,071,867	773,200	808,538	697,383
December.....	936,140	743,164	948,488	707,068	793,501	677,446

Total..... \$7,979,727 \$9,785,600 \$9,430,795 \$7,396,768 \$6,759,269 \$6,361,272

	1871.	1872.	1873.	1874.	1875.	1876.
January.....	\$2,149,211	\$1,540,362	\$7,127,989	\$2,660,508	\$10,119,325	\$1,866,399
February.....	4,022,066	972,657	3,670,444	2,980,862	4,040,524	4,119,019
March.....	7,569,880	2,713,604	3,570,432	2,537,822	3,149,066	5,363,527
April.....	9,593,029	4,499,518	3,850,840	2,467,005	6,018,678	3,919,512
May.....	9,615,698	14,850,556	2,943,583	11,865,511	9,355,251	8,519,671
June.....	8,604,738	12,538,202	6,656,996	7,106,958	17,679,494	4,839,205
July.....	11,233,695	17,248,688	10,038,643	3,503,728	5,968,301	8,203,787
August.....	2,701,287	2,586,148	2,198,549	7,316,307	3,966,661	1,871,127
September.....	2,130,320	1,432,635	1,502,625	2,222,533	1,295,904	1,141,546
October.....	2,066,891	4,729,143	2,107,447	1,614,763	1,969,601	899,587
November.....	2,124,539	4,863,953	2,545,842	4,446,600	2,237,635	950,589
December.....	2,034,192	3,983,576	2,447,271	12,497,641	1,763,210	1,493,763

Total..... \$63,865,546 \$71,959,042 \$48,659,661 \$61,222,228 \$67,566,650 \$43,097,102

	1871.	1872.	1873.	1874.	1875.	1876.
January.....	\$20,987,087	\$20,491,366	\$27,178,539	\$26,116,146	\$29,410,728	\$23,666,625
February.....	22,761,808	18,887,826	24,809,446	23,706,473	22,152,509	22,423,006
March.....	29,709,212	19,243,623	25,552,641	25,447,040	22,724,228	26,308,303
April.....	28,523,103	21,589,302	29,470,608	25,768,301	25,619,533	22,179,363
May.....	27,635,493	30,731,503	29,196,609	35,657,248	29,969,772	30,095,798
June.....	26,999,876	32,629,762	31,099,322	36,355,067	41,996,136	28,010,567
July.....	29,103,348	37,309,676	35,660,146	29,958,106	30,414,770	33,378,348
August.....	22,211,824	23,049,891	26,542,058	31,901,166	26,221,010	26,465,688
September.....	22,993,622	21,117,433	27,301,667	23,913,247	20,758,998	26,169,686
October.....	24,443,118	29,853,892	33,354,285	25,900,305	25,276,182	24,293,679
November.....	21,357,126	28,489,169	31,041,724	24,436,835	25,487,940	25,597,495
December.....	21,806,176	25,424,896	27,698,021	36,002,427	25,987,012	30,059,596

Total..... \$298,531,783 \$308,818,339 \$348,905,066 \$345,162,361 \$24,018,818 \$318,648,066

Railroads of Maine.

The Railroad Commissioners of Maine, in their report which will be submitted to the Legislature in a few days, state that their inspection of the railroads of the State has been thorough and practical. They declare that all the roads are now safe, with ordinary skill on the part of employees. The roads compare favorably with those of New England and show a marked improvement over past years in every direction, but particularly in a better track.

The total number of miles of railroad in the State is 1006.83, all of which is operated by steam except 6.75 miles in the city of Portland—or about one mile of railroad to 83 square miles of territory and to 644 of population. During the year the Aroostook Valley Railroad has been completed from the State line through Fort Fairfield village to Caribou in the town of Lyndon. This road connects and is managed by the New Brunswick Railroad, which extends up the St. John river from Fredericton. It is designed to connect the New Brunswick road with the New Brunswick and Canada which extends from Woodstock, N. B., to Calais and makes a junction with the European and North American. It only requires the construction of a mile and a half to complete the line, so that passengers can leave Northern Aroostook one morning and be in Boston the next. The road is three and one-half feet gauge, and uses the "American Engine," made at Taunton, Mass. The Bangor and Piscataquis Railroad has been extended several miles the past year, and now only requires an extension of 18½ miles to reach Moosehead Lake. These are the only extensions. The portions of the Boston and Maine and Eastern Railroads under the supervision of the Maine Commissioners are reported to be in good working condition, and special testimony is borne to the efficient management and excellence of the former. The one railroad which is more important to Maine as a whole than all others is the Maine Central. Of this it is reported that the trunk lines were never in so excellent a condition as at present or more efficiently managed.

The Commissioners estimate that \$50,000,000 is invested in railroads in Maine; of this large sum the greater part is dead capital, and they express the opinion that only so far as bonds and mortgages represent a portion of this sum will it ever pay any dividend upon the original cost.

The parties who purchased recently at public sale the Wilmington and Reading Railroad have organized a new corporation, under the name of "The Wilmington and Northern Railroad." The capital stock is fixed at \$1,500,000, divided into shares of \$50 each. The officers are: President, Robert Frazer. Directors, Matthew Baird, Edward S. Buckley, Lewis Wain Smith, L. Depout, Charles Barber, Edward Brooke.

The officers of the South Boston Railroad Company, recently elected, are: President, J. B. Crosby; Vice President, Daniel Bradford; Treasurer, H. A. G. Pomeroy; Superintendent, J. C. Jepson; Clerk, Wm. Reed.

G. K. Jewett, Esq., has resigned his position as President and Director of the Bangor and Piscataquis Railroad.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,000	213,996	189,370	198,851	248,138	265,593	285,000	225,793	192,000	2,474,136
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,298,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,766	1,370,334	14,522,914
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,235	1,553,014	1,567,622	1,615,974	1,503,000	1,279,000	16,970,019
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,689,000	1,886,000	1,957,000	1,673,000	1,411,000	18,184,168
Canada Southern:													
1875.....	67,487	41,501	82,355	106,755	102,546	96,599	104,897	104,038	117,109	149,552	.....	.....	.....
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	.....	.....	.....
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	6,126,328
1875.....	319,928	328,219	363,637	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	320,392	332,055	353,719	353,530	442,457	441,390	397,269	499,273	517,932	526,406	377,553	380,172	4,966,349
Chicago and Northwestern:													
1873.....	752,468	765,249	967,258	1,034,023	1,256,079	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,728	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,390	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,259	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,193	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,363	927,030	747,893	8,255,744
1876.....	527,000	518,000	567,388	650,994	819,953	877,571	955,753	569,482	646,150	817,569	764,982	610,084	8,053,967
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,304	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,948,606
1875.....	377,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
Erie:													
1873.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1874.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1875.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,938	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1876.....	1,164,975	1,101,631	1,074,743	1,423,396	1,556,521	1,570,470	1,534,098	1,497,529	1,538,039	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,663	154,634	173,911	169,639	.....	.....
1876.....	142,963	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	188,976	178,401	.....	.....
Illinois Central:													
1873.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1874.....	602,241	597,429	660,759	553,912	635,459	742,600	684,940	769,748	884,485	797,121	636,039	703,692	8,268,325
1875.....	523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1876.....	591,031	481,691	595,519	610,459	604,881	602,505	715,999	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	588,446	608,126	605,494	546,082	585,969	614,484	482,003	595,100	623,057	718,740	580,106	503,141	7,050,748
Kansas Pacific:													
1873.....	189,606	191,738	300,783	322,875	341,843	322,559	329,338	357,302	349,468	449,418	314,513	223,240	3,693,183
1874.....	150,567	194,786	300,719	352,300	332,764	312,614	323,331	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	254,788	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,609
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central:													
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,254	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.....	500,902	441,623	611,211	600,066	556,789	491,823	462,231	534,001	620,814	669,785	595,121	.....	.....
1876.....	518,567	548,669	593,981	610,543	629,348	533,170	430,625	542,772	622,526	647,210	541,341	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	234,589	237,425	245,595	288,999	313,500	357,031	300,534	295,738	2,904,925
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	295,738	2,904,925
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,272	324,886	296,466	3,217,277
Ohio and Mississippi:													
1873.....	233,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	323,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,907	292,546	282,642	311,140	366,131	382,544	398,575	297,678	3,612,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	337,915	3,426,060
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,597	330,111	341,679	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,351	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,749
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,496,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,173	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,539
1874.....	243,915	211,409	226,888	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	365,000	.....
1875.....	250,790	291,911	275,910	264,560	275,147	294							

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1889	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	113 1/2
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	1889	....	1st Mortgage (Agricultural Br.) ..	400,000	6	Jan. & July.	Boston.	1884	88
Alabama and Georgia:							1st Mortgage (Equalization)....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	98
Alabama Central:							Equipment Mortgage.....	360,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	202,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	109 1/2	Consol. Mortgage for \$2,000,000.	344,500	6	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1885	102 1/2	Boston, Hartford and Erie:						
3d Mortgage.....	434,000	7	May & Nov.	"	1881	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Albany Loan.....	933,900	6	"	"	1895	....	1st Mortgage (Berdeley).....	15,000,000	7	Jan. and July.	New York.	1900	15
Alexandria and Fredericksburg:							1st Mortgage, guar. by Erie.....	3,000,000	7*	"	"	1900	16
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Mass. L. (sec'd by \$4,000,000 Bcr.)	3,000,000	7*	"	Boston.	1899	....
Allegheny Valley:							Boston and Lowell:						
General Mortgage.....	3,967,000	7 1/2	Jan. & July.	New York.	1896	105 1/2	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	100 1/2
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1900	97	Bonds of 1872 for \$1,000,000....	999,800	7	"	"	1892	107 1/2
1st M., E. Ext., guar. by Pa. R.R.	6,938,000	7	Apr. & Oct.	Phil. or Lond.	1900	56	Boston and Maine:						
Funding Income (traffic guar.)	5,403,900	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'93-'94	110 1/2
American Central:							Boston and New York Air Line:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100 1/2
Androscoggin:							Boston and Providence:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds to purchase P., W. & B.R.R.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
Arkansas Central (narrow gauge):							Brunswick and Albany:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Am.	1891	....	1st Mort. (gold) end. by Ga. tax fr.	8,630,000	6*	Apr. and Oct.	New York.	1908	....
Ashabula, Youngstown & Pitts.							2d Mort. sinking fund gold.....	2,360,000	7*	"	"	1893	....
1st Mortgage.....	1,500,000	7*	Apr. & Oct.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1890	....
Atchison and Nebraska:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Atchison, Topeka and Santa Fe:							Buffalo and Erie:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	52 1/2	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
Land Grant mortgage (gold)....	3,374,500	7*	Apr. & Oct.	Boston.	1900	88	Mort. bonds (" ")	800,000	7	March & Sept.	"	1886	....
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	107 1/2
Consol. mort. gold (Oct. 1, '76).	2,074,000	7*	"	"	1903	56 1/2	Buffalo and Jamestown:						
Consol. Second Mort. (gold)....	976,000	7*	Apr. & Oct.	"	1903	....	1st Mortgage.....	1,000,000	6*	"	New York.	1902	....
Land Income bonds.....	475,000	12	Jan. & July.	N. Boston.	1904	104 1/2	Buffalo, New York and Erie:						
Atlanta and Richmond Air Line.							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	47 1/2	Buffalo, New York & Phila.:						
Atlantic and Great Western:							1st Mortgage.....	2,294,000	6*	Jan. & July.	New York.	1890	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	1st Mortgage, stg., skg. fund....	5,490,000	7*	May & Nov.	N. Y. & Lond.	1919	40
Atlantic and Gulf:							1st Mort. (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	Burlington and Missouri River:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Land and R. R. Mortgage.....	4,680,250	7	Apr. & Oct.	N. Y. & Bost.	1893	109 1/2
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
Atlantic and Lake Erie:							Stock (common) Bonds.....	308,000	8	Apr. & Oct.	N. Y. & Bost.	1879	109
1st Mort. (gold) for \$5,000,000..	.....	7*	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1884	106 1/2
Atlantic, Miss. and Ohio (428 m.).							Stock (common) Bonds.....	401,000	8	"	"	1889	....
1st Mortgage for \$15,000,000....	5,470,000	7*	Apr. & Oct.	New York.	1901	....	Burlington and Mo. Riv. in Neb.:						
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	106 1/2
Atlantic and Pacific:							Bonds convertible until 1892....	600,000	8	"	Boston.	1883	94
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Burlington and Southwestern:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1888	61 1/2	Calro and Fulton (Arkansas):						
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	1st Mort. (R.R. and lands) S.F..	8,000,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	Calro and St. Louis (3 ft. gauge):						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
Income Bonds (for funding)....	529,600	6*	"	"	1883	....	Calro and Vincennes:						
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	1st Mortgage, gold.....	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	....
Atlantic and St. Lawrence:							2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Sterling bonds (not Mort.) of 1883.	484,000	6*	May & Nov.	"	1878	....	California Pacific:						
2d Mortgage (sterling) of 1884....	1,500,000	6*	Apr. & Oct.	"	1884	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	....	First Income bonds.....	1,000,000	10*	"	"	....	....
Bald Eagle Valley:							2d Income, or double track b'ds	1,800,000	6*	"	"	....	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Camden and Amboy:						
2d Mortgage.....	100,000	7	"	"	1884	....	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Baltimore and Ohio:							Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	102
Loan of 1860-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	103 1/2	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	110
Loan of 1863-'86.....	1,710,000	6	Apr. & Oct.	"	1885	66 1/2	Sterling Loan, S. F. (£292,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1865-'90 (Balt.) skg. fd.	3,253,026	6	Jan. & July.	"	1890	....	Camden and Atlantic:						
Loan of 1870-'96 (stg.) skg. fund.	3,398,956	6*	March & Sept.	London.	1895	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
Loan of 1872-1902 (stg.) S. F.....	9,198,852	6*	"	"	1902	....	2d Mortgage.....	500,000	7	Apr. & Oct.	"	1879	100
Loan of 1874-1910 (stg.) S. F.....	9,576,000	6*	May & Nov.	"	1910	....	Camden and Burlington County:						
Baltimore and Potomac:							Consolidated 1st Mortgage.....	330,000	6	Feb. & Aug.	Philadelphia.	1897	99
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Canada Southern:						
1st Mortgage (R. R.) gold guar....	3,000,000	6*	Apr. & Oct.	"	1911	....	1st Mort. (skg. fd.) d for \$3,000,000	9,000,000	7*	Jan. & July.	New York.	1906	60
Bangor and Piscataquis:							Cape Girardeau and State Lane:						
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	"	1891	....
1st Mort. (Bangor loan) extens'n	129,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R.R.	400,000	7	Apr. & Oct.	Camden.	95
1st Mort. guar. by F. &													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 678,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	\$ 568,200	7	Jan. & July.	Boston.	1890	....
1st Mortgage, 1st Div. \$10,000pm	682,000	7	" " "	" " "	1894	99	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	" " "	1916	100	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	100
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Government's ac. aid.	1,600,900	6	Jan. & July.	" " "	1895	....	1st Mortgage	477,000	8	March & Sept.	Boston.	1899	....
Central of Georgia:							1st Mortgage	7,500,000	8	Jan. & July.	" " "	1890	....
General Mort. for \$5,000,000	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage	1,350,000	8	May & Nov.	" " "	1891	....
Macon & West (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch)	1,325,000	8	March & Sept.	" " "	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$15,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1898	97
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" " "	1901	....	2d Mort. (" " ")	1,191,000	7	April & Oct.	" " "	1884	92
Central of L. I. (Flush. N.C. & C.)							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" " "	1903	94
1st Mortgage	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer)	547,000	8	May & Nov.	" " "	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" " "	1897	83
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	72	1st Mort. (Minnesota Central)	190,000	7	" " "	" " "	1894	....
1st Mort. (New) for \$5,000,000	5,000,000	7	Feb. & Aug.	" " "	1890	105	1st Mort. (St. Paul Division)	4,000,000	7*	" " "	" " "	1902	98
Newark Branch Bonds	600,000	7	Jan. & July.	" " "	1887	....	1st Mort. (Iowa and Dak. Div.)	837,000	7	" " "	" " "	1899	90
Loan of L. C. & N. W. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" " "	1898	117
Consol. Mort. for \$25,000,000	14,150,000	7	" " "	New York.	1899	75	2d Mort. (" " ")	1,315,000	7.3	" " "	" " "	1898	99
Central Ohio (B. and O.)							1st Mort. (Hast. and Dak. Div.)	467,000	7	Jan. & July.	" " "	1902	98
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	104	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	" " "	1891	....
Central Pacific of California:							Real Estate Purchase	148,500	7	" " "	" " "	1891	....
1st Mort. 20 years bonds, (gold)	25,883,000	6*	Jan. & July.	New York.	1905	107	Equipment and Bridge Bonds	245,000	10	June & Dec.	" " "	1888	....
Convertible 20 years bonds, gold	1,482,000	7*	" " "	" " "	1883	103	Consol. Mort. for \$35,000,000	2,154,000	7	Jan. & July.	" " "	1906	82
State Aid B'ds Int. by State	1,500,000	7*	" " "	Sacramento.	1884	104	Chicago and Northwestern:						
2d Mort. (Governm't Subsidy)	27,885,880	6	" " "	U.S. Treasury.	1905	99	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1895	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" " "	New York.	1899	101	General 1st Mortgage (193 m.)	3,578,000	7	" " "	" " "	1888	107
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" " "	" " "	1888	90	Funded coupons (193 m.)	740,300	7	May & Nov.	" " "	1888	104
1st Mort. (S. Fr. & Okla. & Ala.)	600,000	8*	" " "	" " "	1890	....	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	" " "	1885	101
1st Mort. (San Joaquin V.D.) gold	6,090,000	6*	April & Oct.	" " "	1900	92	Green Bay Ext. (26 m. & 76,000 a.)	265,000	7	" " "	" " "	1885	101
Land bonds (Gen. Pac. Co.) gold	9,209,000	6*	" " "	" " "	1890	94	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	" " "	" " "	1882	109
Central Vermont:							Elgin and State Line	122,000	6	Jan. & July.	" " "	1878	....
1st Mort. Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston.	1886	9	Mississippi River Bridge	186,000	7	" " "	" " "	1884	101
2d Mort. Consol. (" ")	1,500,000	7	June & Dec.	" " "	1891	2	1st Mortgage (Pennsylvania)	328,000	7	March & Sept.	" " "	1898	104
1st Mort. (Stam. Sheff. and Ch.)	600,000	7	Jan. & July.	" " "	1887	25	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	" " "	1916	92
Income and Extension Bonds	1,008,600	8	May & Nov.	" " "	1902	26	General Consol. Gold Bonds	9,758,000	7*	June & Dec.	" " "	1902	....
Equipment Mort. (Vt. Central)	1,000,000	8	" " "	" " "	1889	28	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" " "	1911	....
Equipment Mort. (" ")	1,000,000	8	" " "	" " "	1889	28	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" " "	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	6	Jan. & July.	" " "	1891	32	1st Mort. (Chic. & Mil. R.W. guar)	1,700,000	7	Jan. & July.	" " "	1898	106
Missisquoi R.R. (" ")	500,000	7	" " "	" " "	1891	....	1st Mort. (Bel. & Mad. R.R. guar)	284,000	7	" " "	" " "	1888	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" " "	1904	....	Chicago, Portage and Superior:						
Charleston and Savannah:							1st M. s.f. (Chl. & N. Pac. Air-L.)	25,000pm	7*	June & Dec.	New York.	1902	....
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....	Chicago, Omaha and St. Joseph:						
Funded Interest on 1st Mort.	157,400	7	" " "	" " "	1889	....	1st Mortgage for \$3,000,000	.....	8	April & Oct.	New York.	1901	....
Charlotte, Columbia & Augusta:							Chicago and Paducah (C. B. & Q.)						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	78	1st Mortgage \$20,000 p. m. gold	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chattanooga:							Chl. Pekin & Southw'n (C.B. & Q.)	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mort. guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	9,000,000	7	Jan. & July.	New York.	1896	108
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund	1,000,000	7	Jan. & July.	New York.	1896	108
2d Mortgage dated Jan. 1, 1889	75,000	7	Jan. & July.	" " "	1888	....	Chl. & Southw'n (C.B. & Q.)	5,000,000	7*	May & Nov.	New York.	1889	....
Cherry Valley, Sharon and Alb.							1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" " "	1901	....
1st Mort. con. guar. by A. & S. Co.	800,000	7	June & Dec.	New York.	1899	....	Chicago, Wisconsin & Canada:						
Chesapeake and Ohio:							1st Mort. gold, skg. fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st M. (gold) skg. fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	28	Chicago and Superior:						
1st Mort. Extension (con. or reg)	5,426,900	7*	Jan. & July.	" " "	1902	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" " "	" " "	1880	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	" " "	1902	....
2d Mort. (" ") coupon	902,000	6	" " "	" " "	1884	....	Chillicothe and Brunswick:						
Income (" ") coupon	300,000	8	" " "	" " "	1879	....	1st Mort. guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded Interest, coupon	160,500	8	" " "	" " "	1877	....	Cincinnati and Baltimore:						
Cheshire:							1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	08
Coupon bonds (no Mort.)	813,700	6	Jan. & July.	Boston.	77-90	07	Cincinnati, Hamilton and Dayton:						
Chester Creek (Phil. & Balt. Cent.)							1st Mortgage of 1883	1,250,000	7	May & Nov.	New York.	1880	....
1st Mort. guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	2d Mortgage of 1885	500,000	7	Jan. & July.	" " "	1885	....
Chester and Tamaroa:							3d Mortgage of 1887	500,000	8	June & Dec.	" " "	1877	....
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....	Consol. S. F. M. for \$3,000,000	.....	7	April & Oct.	" " "	1905	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, prof. sinking fund	23,000	7	May & Nov.	New York.	1877	107	1st Mort. guar. for \$2,500,000	1,846,000	7	Jan. and July.	New York.	1903	103
2d Mortgage	2,400,000	7	Jan. & July.	" " "	1893	115	1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	84
3d Mortgage Income	1,100,000	7	April & Oct.	" " "	1883	104	Consolidated Mortgage	471,000	7*	June & Dec.	" " "	1914	....
Consol. Bonds (\$200 stg. each)	3,392,200	6*	Jan. & July.	London.	1903	....	Cincinnati and Martinsville:						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	106	1st Mort. guar. by L. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
2d Mort. (" ")	188,000	7	Jan. & July.	" " "	1896	....	Cincinnati & Muskingum Valley:						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" " "	1900	80	1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Burlington and Quincy:							Cincinnati, Richmond & Chicago:						
Trust Mortgage skg fund	\$ 571,000	8	Jan. & July.	New York.	1883	111	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage, skg fund conv.	150,000	8	" " "	" " "	1883	....	2d Mortgage	65,000	7	" " "	" " "	1889	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" " "	1890	....	Cinc. Rich. & Ft. Wayne (G.R. & I.)	1,800,000	7*	June & Dec.	New York.	1921	....
Loan of 1872	2,391,475	7	Jan. & July.	Boston.	1896	109	Cincinnati, Sandusky and Clev.:						
Bonds of 1875, Sinking Fund	448,000	6	June & Dec.	" " "	1895	89	1st Mortgage	1,072,300	7				

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	105	1st Mort. (\$124,000 guar.)	2,390,000	8	May and Nov.	New York	1902	70
4th (now 3d) Mortgage guar.	1,096,000	6	"	"	1902	105	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	110	1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July.	New York	1901	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd bds. (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	104	1st Mort. \$10,000 p. m. guar.	1,170,000	8	June & Dec.	New York	1900	....
2d Mortgage (")	1,000,000	7	April & Oct.	"	1892	108	2d Mortgage, (coupon) guar.	800,000	8	Jan. & July.	"	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	107	1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (")	860,000	7	April & Oct.	"	1888	106	1st Mortgage (on Branches)	675,000	8	June & Dec.	"	1897	....
Colebrookdale:							2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	44
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50	1st Mort. (Lonia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	"	1880	....
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (D. & M.R.R.)	2,590,000	7	May & Nov.	New York	1875	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	30	2d Mortgage (")	1,000,000	8	"	"	1875	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1909	10	1st Funded Comp. (D. & M.R.R.)	425,924	7	Jan. & July.	"	1875	....
Income convertible	3,893,000	7	"	"	1890	....	2d Funded Comp.	875,734	7	May & Nov.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1893-96	....	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mort. (")	344,400	7	Jan. & July.	"	1890	....	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	2d Mort. (")	250,000	8	Feb. & Aug.	"	1866	....
1st M., s.f. (")	39,650	7	May & Nov.	"	1896	....	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	"	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1866	1,703,517	6 1/2	Jan. & July.	"	1886	....
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	209,500	7	Jan. & July.	"	1883	....	1st Mortgage Aug. 1, 1866	924,000	7	Feb. & Aug.	New York.	1906	108
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	1st Mort., guar. by C. B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
Income (")	74,024	7	"	"	1906	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1906	....	1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold)	1,300,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,600,000	7	Jan. & July.	New York.	1906	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	....
New Mortgage for \$1,500,000	370,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund	289,500	8	June & Dec.	"	1876	100	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes	129,000	7	"	"	1891	97	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1876	96	1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	103
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$2,500,000	2,993,000	7	Jan. & July.	New York.	1900	92
Connecticut Valley:							2d Mortgage	190,000	6	May & Nov.	"	1884	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	Jan. and July.	"	1886	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	"	"	1886	....
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	636,000	6	"	"	1876	....
Connecting (Philadelphia):							Company Bonds (") (new)	156,400	6	"	"	1876	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	105	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1878	61
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	Loan of 1866	160,000	6	April & Oct.	"	1885	....
Cowanesque Valley:							Loan of 1867	959,000	7	March & Sept.	"	1897	58
1st Mortgage, gold	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868	1,000,000	6	March & Sept.	"	1898	....
2d Mortgage	100,000	7	May & Nov.	"	1882	....	Loan of 1869	500,000	6	May & Nov.	"	1898	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes	1,163,000	7	"	"	1884	49
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes	2,513,500	7	"	"	1884	49
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds	2,300,000	7	May & Nov.	"	1884	47
Cumberland Valley:							Sterling Sink. Fd. Bonds	2,875,048	6 1/2	March & Sept.	London.	1893	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage	109,500	8	"	"	1908	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1890	....
Plain bonds	81,900	6	"	"	1884	....	2d Mortgage	200,000	6	April & Oct.	"	1890	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870	200,000	7	"	"	1890	....	Elmira and Williamsport (N. Con.):						
Mortgage Bonds of 1872	200,000	7	"	"	1892	....	1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	101
Danv., Hasleton & Wilkesbarre:							Income Mortgage guaranteed	570,000	5	April & Oct.	"	1892	61
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage	300,000	7	"	"	1888	....	1st Mortgage, extended	2,485,000	7	May & Nov.	New York.	1897	110
Danv., Urb., Bloomington & Pekin:							2d Mortgage	2,174,000	7	March & Sept.	"	1897	102
1st Mortgage	2,000,000	7 1/2	April & Oct.	New York.	1909	....	3d Mortgage	4,852,000	7	"	"	1898	104
Davenport and St. Paul:							4th Mortgage convertible	2,967,000	7	April & Oct.	"	1898	106
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	5th Mortgage convertible	709,500	7	June and Dec.	"	1898	100
Dayton and Michigan (C.H. & D.):							Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	"	1901	....
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Sterling loan (\$1,000,000) conv.	4,880,000	6 1/2	March & Sept.	London.	1875	....
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	....	1st Consol. Mort. for \$30,000,000	12,076,000	7 1/2	June and Dec.	N.Y. & London.	1920	....
3d Mortgage, guar.	366,000	7	April & Oct.	"	1888	....	2d Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London.	1904	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886-94	....	Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....	2d Mortgage	82,900	7	April & Oct.	"	1880	....
Income Bonds	282,445	6	"	"	1879	....	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	....
Dayton and Western (L. M. R.R.):							Equipment Mortgage	760,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage (")	495,000	6 1/2	Jan. & July.	"	1906	....	Bangor City Bonds (1st m. 54 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6 1/2	March & Sept.	"	1899	....
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....	New Mortgage for \$4,000,000						
Delaware (P. W. and Balt.):							Evansville and Crawfordsville:						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia.	1895	....	1st Mortgage (\$1 miles skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage extension	100,000	6	"	"	1890	....	1st Mortgage (109 m.)	636,000	7	May & Nov.	"	1887	....
Delaware State Loan	170,000	6	"	"	1876	....	1st Mort. (Rockville Extension)	147,000	7	Feb. & Aug.	"	1890	....
Delaware, Lackawann. & Western:							Evansville, Terre Haute & Cld.:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	103	1st Mortgage, gold	775,000	7 1/2	May & Nov.	New York.	1900	....
Convertible Bonds	2,800,000	7	June & Dec.	"	1892	103	Fall River, Warren & Prov. (B. & P.):						
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	"	1880	....	1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
1st M. Ext. (")	400,000	7	March & Sept.	"	1886	....	Fitchburg:						
2d M. Ext. (")	200,000	7	May & Nov.	"	1890	....	Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	112
Denver & Boulder Val. (Den. Pac.):							Flint and Pere Marquette:						
1st Mortgage	550,000	7 1/2	May & Nov.	Kansas City.	1900	....	1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Denver Pacific:							Flint & Holly S. F. (\$25,000 p.y.)	425,000	10	May & Nov.	"	1886	....
1st Mortgage gold, land grant	2,493,000	7 1/2	May & Nov.	New York.	1899	....	1st Mort. (Bay C. & E. Sag. guar.)	100,000	10	Jan. & July.	Newark.	1882	....
Denver & Rio Grande (3 ft. gauge):							Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1891	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	106
1st Mort. (Flushing and N. Side).....	1,825,000	7	May & Nov.	New York	1901	....	Consolidated Mortgage.....	1,375,000	7	April & Oct.	"	1896	53
1st Mort. (Central of Fl.).....	1,276,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Gt. R. R. Exten.).....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency.....	2,500,000	6	April & Oct.	New York	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London	1895	....
Sterling Loan.....	1,500,000	6*	"	London	....	....	Sterling Bonds, Sinking Fund.....	4,792,000	5*	"	"	1903	....
Bonds, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	800,000	7	Jan. & July.	New York	1890	....	1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston	1890	109 1/2
Port Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York	1901	....
2d Mortgage (Equipment).....	600,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Port Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York	1903	....
1st Mortgage.....	1,200,000	7*	April & Oct.	Boston	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1895	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York	1909	22
Framingham and Lowell:							1st Mortgage Extension gold.....	5,500,000	7*	Jan. & Jul.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston	1890	90	2d Mortgage.....	1,500,000	8	"	"	1890	5
2d Mortgage.....	100,000	8	"	"	1883	89	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore	1901	....	Indianapolis & Vincennes:						
Promont, Elkhorn & Mo. (S.C. & P.)							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York	1908	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gr. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York	1882	109 1/2	1st Mortgage g.t. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York	1911	77 1/2
2d Mortgage.....	43,000	7	May & Nov.	"	1876	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv. Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	76
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York	1890	82 1/2	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, s.k.g. id., guar.	600,000	7*	Jan. and July.	New York	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-78 1/2	86 1/2
Georgia (and Banking):							Equipment Bonds, registered.....	375,000	10	"	"	1883	....
Company bonds (debentures).....	564,500	7	Jan. & July.	Augusta	75-76	....	1st Mort. (Ind. & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Hilman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deekertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York	1919	....
1st Mortgage.....	240,500	7	Jan. & July.	New York	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1910	....
1st Mortgage L. G. guar. gold.....	4,000,000	7*	Jan. & July.	New York	1899	....	Equipment Mortgage.....	375,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold.....	3,224,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York	1890	....
1st Mort., assumed by Lessees.....	1,000,000	8	Jan. & July.	New York	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London	1877	....	Iowa Midland (C. & N. W.):						
Equip'm't Bonds No. 2 \$500,000.....	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m. guar.....	1,350,000	8	April & Oct.	New York	1900	92 1/2
Postal & Military B'ds \$1,200,000.....	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$2,318,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia	1875	....
2d Preference Bonds \$2,327,808	11,699,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, s.k.g. fund.....	600,000	7*	Jan. & July.	New York	1890	110
Provincial Debenture \$2,111,800	16,667,600	....	"	Ottawa	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York	1885	93 1/2
Mortgage Bonds \$127,000.....	685,000	6	Jan. & July.	London	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds \$547,000.....	2,735,000	6*	April & Oct.	"	77-78	....	2d Mortgage guar.....	165,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	63 1/2
Debenture Bonds \$1,743,160.....	8,715,800	8	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1899:							1st Mortgage.....	610,000	7*	Jan. & July.	New York	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York	1888	108	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	72 1/2	1st Mortgage.....	472,000	7	Jan. & July.	New York	1890	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	Jamestown & Frank. (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York	1897	....
1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	Columbia	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed.....	876,766	7	"	"	81-86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York	1887	80
1st Mortgage.....	135,000	7	May & Nov.	New York	1889	....	2d Mort. (").....	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....
1st Mortgage (Construction).....	1,386,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
2d Mortgage.....	675,000	7	May & Nov.	New York	1898	45	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York	1906	....
Hannibal and Naples (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage.....	725,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	225,000	7	"	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T. W. & W.)							1st Mortgage.....	250,000	7*	Jan. & July.	New York	1913	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York	1890	80	1st Mortgage (Ridgely Park).....	300,000	7	May & Nov.	"	1912	....
2d Mortgage.....	250,000	7	"	"	1892	76	Joliet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage s.k.g. fund guar.....	336,000	8	Jan. & July.	New York	1882	108
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York	77-84	105	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	87-88	108	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia	1882	101
Fifteen years' bonds (277 m.).....	8,798,000	8	March & Sept.	"	1886	85 1/2	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	102
1st Mort. (G. & Palm R.R. 16 m.)	600,000	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92 1/2	1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York	1890	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	Kalamazoo, Allegan & Gr. Rapids:						
Hartford Extension:							1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York	1888	95
1st Mortgage.....	4,000,000	7	Jan. & July.	New York	1890	Kalamazoo and Schoolcraft:						
Harrisburg & Lancaster:							1st Mort						

AMERICAN RAILROAD BOND LIST

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	....	Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold.	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	82,000	6	"	"	73-74	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Lous., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	58,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,375,350	7	March & Sept.	N. Y. L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & building.	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	85,000	7	"	"	90-93	....
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarkav. Br.)	2,200,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1883	....	Consol. M. for \$5,000,000 (392 m.)	7,100,000	7	April & Oct.	"	1899	90
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	96-97	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1890	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	833,000	6	April & Oct.	Louisville.	1890	90
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	317,700	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta.....						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mort. (Muncie & Bloom. (T.W. & W.))	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,000,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort. guar. by Chi. and Sup.	600,000	7	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,193,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S. F., Regist'd.....	6,115,000	7	Jan. & July.	"	1900	107	\$1,100,000 Loan, tax free.....	750,900	6	Jan. & July.	"	1898	91
Consol. Mort., S. F., Coupon.....	8,471,000	7	Jan. & July.	"	1900	98	Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	3,522,000	7	June & Dec.	"	1903	98	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bos.	1890	....
Bonds of 1892 (Reg. & Coupon)	1,422,000	7	April & Oct.	"	1892	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.....	1,422,000	7	"	"	1899	107	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pains. & Ash.)	1,000,000	7	Jan. & July.	"	1880	108	Consol. (Port. & Kennebec) Loan	1,160,700	6	Jan. & July.	Boston.	1885	....
3d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	108	1st Mort. (Somerset & Kennebec)	200,000	6	June & Dec.	"	1870	....
1st Mort. (Mich. So. & Nor. Ind.)	5,265,000	7	May & Nov.	"	1886	109	1st Mort. (Leeds & Farmington)	653,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " "	2,082,306	7	"	"	1877	102	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1886	106	Manfield & Framing. (B.C. & F.):						
2d Mort. (") " " " "	819,000	7	April & Oct.	"	1886	106	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " "	2,550,000	7	April & Oct.	"	1898	107	2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	110
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1904	108	3d Mortgage Dollar.....	2,600,000	7	May & Nov.	"	1890	87
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1893	85	4th Mortgage.....	3,000,000	8	Jan. & July.	"	1900	55
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	1st Mort. (Seioto & Hock. Val.)	2,004,000	8	April & Oct.	"	1906	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	Marietta, Pittsburg & Cleveland:						
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1886	....
1st M. (Jamestown & Franklin)	443,000	7	"	"	var	....	Marquette, Houghton & Ontonagon	1,760,000	8	Jan. & Dec.	New York.	1892	....
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	....	1st Mort. (Houghton & Ont.)	2,000,000	8	Jan. & July.	"	1892	....
Lake Shore & Tuscarawas Valley:							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-08	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Massachusetts Valley (C. & P. R.):						
2d Mortgage, for \$1,000,000.....	698,000	7	"	"	1892	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Maryland and Delaware:						
Lake Superior & Mississippi:							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	30
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	2d Mortgage.....	150,000	6	June & Dec.	"	1880	....
2d Mort. gold tax free and conv.	5,200,000	7*	April & Oct.	"	1900	....	Massillon & Cleve. (C.M.V. & D.):						
Income Bonds.....	5,200,000	10	"	"	1902	....	1st Mortgage guaranteed, gold.	100,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. F. W. & Chi.):							Marysville and Lexington:	500,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1896	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n	500,000	7	April & Oct.	New York.	1899	....	Memphis and Charleston:						
1st Mort. guar. by Pac. of Mo....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	1st Mortgage, Convertible.....	1,283,000	7	March & Sept.	New York.	1890	....
Leaven. Lawrence & Galveston:	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1886	....
1st Mort. (K. O. & San. Fe) guar.	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,814,142	6	"	"	73-75	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	....	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	102	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (") reg....	6,000,000	6	March & Sept.	"	1898	109	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000.....	6,000,000	6*	June & Dec.	"	1910	115	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000. }	5,000,000	6*	"	"	1922	99	Michigan Central:						
General Mort., registered.....	5,000,000	6*	"	"	1922	99	1st Mortgage, convertible.....	558,000	8	April & Oct.	Boston.	1882	....
Lewish, Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	1,808,000	8	May & Nov.	New York.	1882	113
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	108
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	84
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1888	....
Little Miami:							Michigan Lake Shore:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....	1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Street Connection Bonds.....	528,000	6	Jan. & July.	Cincinnati.	1894	....	Mich. So. and North'n Indiana:						
Cincinnati Loan.....	100,000	6	May & Nov.	"	1886	....	1st Mort. assumed by L.S. & M.S.	5,253,000	7	May & Nov.	New York.	1885	106
Little Rock and Fort Smith:							2d Mort. " " " " " "	2,892,000	7	"	"	1877	102
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	....	Middletown, Unionv. & W. Gap:						
Land Grant sinking fund.....	2,000,000	7	"	"	1905	89	1st Mortgage tax free.....	400,000	7	May & Nov.	New York.	1886	....
Little Rock, Pine Bl. & N. Orleans:							Midland of Canada:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4	1st Mortgage sterling \$335,000..	1,875,000	6*	May & Nov.	London.	1896	....
Little Schuylkill (Phila. & Edg.):							Midland Pacific:						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101	1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Logansport, Crawf. & S'west Ind.:							Mifflin and Centre Co. (Pa.):						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....	1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Long Island:							Milwaukee and St. Paul:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	See Chicago, Mil. & St. Paul						
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	....	Milwaukee, Lake Sh. & Western:	3,000,000	7	June & Dec.	New York.	1902	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1888	....	1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....

AMERICAN RAILROAD BOND LIST

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1896	104	Mortgage Loan, convertible....	290,000	6	Jan. & July.	Phila. & Bost.	1884	103
Plain Bonds.....	32,000	5	"	"	1884	99	Loan of 1887.....	1,000,000	6	April & Oct.	"	1887	"
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1872.....	700,000	6	"	"	1892	108
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	111	Loan of 1875.....	639,000	6	"	"	1900	"
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	105	Pickering Valley (Phila. & Rdg.):						
Omaha and Northwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	"
1st Mort. Land Grant, Gold.....	10,000 pm	7.3	Jan. & July.	New York.	1901	"	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia.	1890	"
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	95	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	85
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000.....	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	85
See Wash. C., Va. Mid. & Gt. So.							Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	"
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold.....	10,950,000	7	April & Oct.	New York.	"	"	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	119
Osage Valley & Southern Kansas:							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	"
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	"	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	"
Oshkosh & Miss. (C.M. & S.P.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	"
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	"	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	"
Oswego and Rome (R.W. & O.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	"
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	"	2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	111
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	"	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	"
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	"
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	"	2d Mortgage (Series K).....	800,000	7	April & Oct.	"	1912	"
Ottawa, Oswego & Fox River:							2d Mortgage (Series L).....	800,000	7	May & Nov.	"	1912	"
1st Mortgage guar. by C.B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	108	2d Mortgage (Series M).....	800,000	7	June & Dec.	"	1912	"
Owensboro and Russellville.							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	108
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	"	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	"
Pacific of Missouri (Atl. & Pac.):							Equipment bonds.....	1,000,000	8	March & Sept.	"	1884	"
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	100	Pittsburg, Va. and Charleston:						
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	"	1891	89	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	"
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	"	Pittsburg, Wash. & Baltimore:						
St. Louis County Debt.....	700,000	8	Monthly.	St. Louis.	1885	"	1st Mort. (Pittsb. & Conn'sville).....	4,000,000	7	Jan. & July.	Baltimore.	1898	105
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	"	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	"
1st Mort. (Carondelet Branch).....	500,000	6	April & Oct.	"	1893	"	1st Mort. (Turtle Cr. Div. 104 m).....	400,000	6	Feb. & Aug.	Pittsburg.	1889	"
1st Mort. (Leav. Atch. & N.W.).....	500,000	7	"	"	1889	"	Real Estate Mortgage.....	100,000	6	"	Baltimore.	1883	"
1st Mort. (Lex. & St. Louis) gold	900,000	6	June & Dec.	"	1899	"	Plymouth, Kankakee & Pacific:						
Paducah and Memphis:							1st Mortgage for \$3,000,000.....	20,000 pm	7	Jan. & July.	New York.	1901	"
1st Mortgage gold for \$2,305,000.	1,541,000	7	Feb. & Aug.	New York.	1902	"	Port Huron and Lake Michigan:						
Panama:							1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	"
General Mortgage, atg \$597,800.	2,889,330	7	April & Oct.	London.	1897	"	Portland & Ogdensb. (Me. & N.H.):						
Paris and Decatur:							1st Mort. (Maine Section) gold.....	800,000	6	Jan. & July.	Boston.	1900	"
1st Mortgage gold, S. F.....	1,200,000	7	Jan. & July.	N.Y. & Lond.	1892	"	Consol. Mort. gold, for \$3,300,000	249,000	6	May & Nov.	"	1901	15
Paterson and Newark (Erie):							Portland and Ogdensburg (Vt.):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	"	1st Mortgage gold, for \$2,300,000	1,200,000	6	May & Nov.	N.Y. & Bost.	1891	40
Pekin, Linc. & Decatur (T.W. & W.):							Portland and Oxford Central:						
1st Mortgage guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	80	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	"
Pemberton & Hights (U.C. of N.J.):							Portland and Rochester:						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	"
Peninsular (Mich.) Railway:							1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	"
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	"	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	"
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	"	Port Royal (S. C.):						
Pennsylvania:							1st Mortgage gold, skg fd.....	2,000,000	7	May & Nov.	N.Y. & Lond.	1889	"
1st Mort. (Harris'bg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1890	105	1st Mort. gold, guar. by Ga. R.R.	500,000	7	"	"	1889	"
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	108	Portsmouth, Gt. Falls & Conway:						
General Mortgage, registered.....	19,999,760	6	"	"	1910	109	1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1883	82
Consolidated Mortgage.....	29,250,000	6	Jan. & July.	London.	1905	100	Poughkeepsie and Eastern:						
State lien for \$7,500,000, skg fd	5,007,360	6	April & Oct.	Philadelphia.	1875-90	"	1st Mort. gold, conv. & tax free.....	644,500	7	Jan. & July.	New York.	1910	"
Pennsylvania Coal:							2d Mortgage.....	78,000	7	"	"	"	"
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	"	Providence and Worcester:						
Pennsylvania and Delaware:							1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	"
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	"	Stoughton Branch bonds.....	1,000,000	6	"	"	"	"
2d Mortgage.....	519,000	7	April & Oct.	"	1903	"	Quincy, Alton and St. Louis:						
Pennsylvania & New York (L.V.):							1st Mortgage gold.....	1,000,000	7	May & Nov.	Philadelphia.	1882	"
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	111	Quincy and Palmyra:						
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	"	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	"
Peoria & Bureau Val. (O.R.L. & P.):							Quincy and Toledo (T. W. & W.):						
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	"	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	80
Peoria & Hannibal (C. B. & Q.):							Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston.	1878	101	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	105
Peoria, Pekin and Jacksonville:							Reading and Columbia (P. & R.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	"	1st Mort. Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	57
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	"	1900	"	2d Mort. Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	"
Peoria and Rock Island:							Rensselaer and Saratoga:						
1st Mort. gold, conv. & tax free.....	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	"	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	117
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	"	2d Mortgage.....	150,000	7	"	"	1887	"
Perkiomen (Phila. and Rdg.):							1st Mort. (Saratoga & Whitehall).....	400,000	7	March & Sept.	New York.	1888	"
1st Mortgage, guaranteed.....	619,000	8	April & Oct.	Philadelphia.	1897	70	1st Mort. (Troy, Salem & Rutl.).....	500,000	7	May and Nov.	"	1890	"
Petersburg:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	"	1894	"
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1902	"	Consol. Mort. for \$2,000,000.....	1,768,500	7	May and Nov.	"	1921	92
2d Mortgage.....	500,000	8	"	"	1902	"	New Gen'l Mort. for \$6,000,000.	1,092,000	6	"	"	"	"
Philadelphia and Baltimore Cent.:							Richmond and Danville:						
1st Mortgage (Penn. Div. 364 m.).....	800,000	7	Jan. & July.	Philadelphia.	1879	"	Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond.	1880	"
1st Mortgage (Md. Div. 91 m.).....	300,000	6	"	"	1891	"	Virginia State guar. bonds.....	157,800	6	"	"	1875	"
2d Mortgage (Pa. & Md. 46 m.).....	400,000	7	"	"	1900	"	1st Mort. (Piedmont Branch).....	500,000	8	"	"	1888	"
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N.C.).....	500,000	6.7	April & Oct.	N.Y. or Rich.	"	"
1st Mort. (Sunbury & Erie 40m).....	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.	1875-90	734
1st Mortgage.....	5,000,000	8	"	"	1881</								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	344,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	8	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,700	7	" " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	" "	1902	....
2d Mort. (").....	17,500	6	" " "	" "	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	" "	1878	....	Domestic (I) Bonds.....	1,396,500	7	April & Oct.	" "	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	78,000	6	Jan. & July.	" "	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W. D.) land grant, g'd tax fr	6,500,000	8	" " "	" " "	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " " "	200,000	7	" " "	" "	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	108	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	" "	1894	109	South and North Alabama:						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	" "	1894	91	1st Mort. endor. by Ala. gold.....	391,000	8	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	" "	1894	....	Sterling Mort. guar. by L. & N.	£1,038,000	6	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	" " "	" "	1894	70	South Pacific (Atl. and Pac.)						
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	1st Mortgage gold, assumed....	7,188,500	6	Jan. & July.	New York.	1888	74
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	104	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99
2d Mort. (").....	6,000,000	7	May & Nov.	" "	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas B'h).....	2,500,000	7	June & Dec.	" "	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7	" " "	" "	1897	....	2d preferred bonds.....	621,000	6	" " "	" "	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	" " "	" "	1899	....	3d preferred bonds.....	452,800	6	" " "	" "	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	" "	1898	....	2d Mortgage.....	600,000	7	March & Sept.	" "	1882	108
St. Louis, Kansas City & Northern:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	97	1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
Real Estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	" "	1899	....	Southern of L. L.						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	....	2d Mort. " " " " "	1,500,000	7	May & Nov.	" "	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	" "	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st Mort. (Evans, H. & Nash).....	1,000,000	7	Jan. & July.	" "	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1898	....	2d Mortgage gold.....	88,000	7	" " "	" "	1899	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	" "	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv.....	300,000	7	" " "	" "	'72-'79	....
1st Mortgage.....	4,500,000	7	May & Nov.	" "	1908	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" " "	" "	1879	....
1st M. (St. Paul to Watb.) 80m.	366,000	7	Jan. & July.	" "	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (" do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'87	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (" do.) R. R. & Lands.	8,500,000	7	" " "	" "	....	....	1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7	" " "	" "	....	....	2d Mortgage gold, tax free.....	446,000	7	April & Oct.	" "	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	....
Salon (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	56
Salon and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	25	1st Mort. Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	99	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & B.):							2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort. and Charleston:							Summit Branch:						
1st Mortgage (Sav. & Char.).....	800,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	85
State guaranteed (C. & S.) bonds.	506,000	6	March & Sept.	Charleston.	1877	....	Sunbury and Lewiston:						
Funded Interest bonds, guar.....	111,800	7	" " "	New York.	1889	....	1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
Savannah, Griffin & North Ala.:							Income Mort. gold.....	200,000	6	" " "	" "	1891	....
1st Mortgage for \$500,000 guar.....	162,000	7	Jan. & July.	Macon.	1891	....	Suspens. Bridge & Erie Junc. (E.):						
Savannah and Memphis:							1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
1st Mort. gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (D.L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Schoolcraft & Three R. (L. & M.S.):							Syracuse and Chenango Valley:						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1897	....	1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	....
Seaboard and Roanoke:							Tobo and Neosho (M. R. & T.):						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold, skg fund.....	1,168,000	7	June & Dec.	New York.	1903	....
Belma and Gulf:							Terre Haute & Indianapolis:						
1st Mort. guar. by Ala.....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Belma, Marion and Memphis:							Bonds of 1873 for \$1,600,000.....	616,000	7	" " "	" "	1894	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Texas and Pacific:						
Belma, Rome and Dalton:							1st Mortgage S. F. Gold.....	40,000pm	6	June & Dec.	N.Y. or Lond.	1912	....
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	35
Equipment Mortgage.....	230,000	10	" " "	" "	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Potter (N. C.):							1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	88
1st Mortgage on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	98	2d Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	" "	1896	89
Shenobog and Fond du Lac:							2d Mort. conv. " " " " "	1,300,000	7	April & Oct.	" "	1886	35
1st Mortgage.....	720,000	7	June & Dec.	New York.	1884</							

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	91
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	" " "	" " "	1890	106
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	" " "	" " "	1890	106
2d Mortgage.....	300,000	7	April & Oct.	" " "	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	" " "	" " "	1890	106
3d Mortgage.....	650,000	7	May and Nov.	" " "	1875	....	2d Mortgage preferred.....	600,000	6	" " "	" " "	1895	105
Convertible Bonds.....	648,000	7	" " "	" " "	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	" " "	1900	108
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	" " "	1900	...
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	60	Jan. and July.	New York.	1890	131
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	77
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsbg. Branch). .	1,000,000	6	Jan. and July.	" " "	1890	...
Union Pacific:							General Mortgage.....	1,200,000	7	" " "	" " "	1890	...
1st Mortgage gold, tax free.....	27,236,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	103 1/2	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	" " "	1887	102	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1890	...
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	102	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	96 1/2	Debenture bonds guar. by C. & A. .	400,000	6	March & Sept.	Camden.	1883	85
Omaha Bridge B'ds, etc. \$500,000	2,500,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	Philadelphia.	1895	101
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" " "	" " "	1878	...
1st Mortgage gold, tax free.....	1,600,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	1890	...
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'78	...	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	" " "	1890	...
Union Pacific, S. Br. (M. K. & T.):							Consolidated Mortgage.....	1,000,000	7	" " "	" " "	1893	110 1/2
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. land gr. gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	...
United N. J. R. R. & Canal Cos.:							1st Mort. (Southern Extension). .	640,000	70	" " "	" " "	1902	...
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	102 1/2	White Water Valley:						
Sterling Loan \$369,200 (U. Co's)	1,848,000	50	" " "	London.	1894	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	...
Sterling Loan \$360,000 (")	1,800,000	60	" " "	" " "	1894	....	Wico Mico and Pocumoke:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	...
Loan of 1888 (United Company's)	154,000	6	Feb. and Aug.	" " "	1888	96	Williamston and Tarboro':						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	...	...	1st Mortgage.....	350,000	3	May and Nov.	New York.	1900	...
Sterling S. F. \$262,000 (C. & Am.)	1,310,000	60	Feb. and Aug.	London.	1880	...	Wilmington, Colum. & Augusta:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" " "	Philadelphia.	1883	106	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	30 1/2
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	102	Wilmington and Reading:						
Mort. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	110	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	...	2d Mortgage coupon or regis....	1,704,000	7	Jan. and July.	" " "	1900	10
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due).	...	...	Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	...
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	...	Sterling Bonds.....	221,400	70	May and Nov.	" " "	1886	...
Utah Southern:							Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1890	102
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	Wilmington and Western (Del.):						
Utica and Black River:							1st Mortgage.....	500,000	7 1/2	J. A. J. & O. Phil. & Wilm.	1893	...	
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	Winona & St. Peter (C. & N. W.):						
Bonds of 1871 (2d issue).....	575,000	7	" " "	" " "	1891	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	85
Utica, Ithaca and Elmira:							2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	" " "	1907	70
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	Extension mortgage bonds.....	4,875,000	70	June & Dec.	" " "	1906	...
Vermont Cent.—See Central Vt.							Wisconsin Central:						
Vermont and Massachusetts:							1st M. L. G. gold S. F. \$25,000 pm	4,615,500	70	Jan. and July.	Boston.	1901	32
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104 1/2	Worcester (Md.):						
Convertible bonds, tax free.....	200,000	7	" " "	" " "	1879	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	...
Convertible bonds.....	150,000	7	" " "	" " "	1881	103	Worcester and Nashua:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	...
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	135,300	6	Various.	" " "	1881	...
General 2d series (blue).....	850,000	7	" " "	" " "	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	" " "	1893	107
Mortgage 3d series (black).....	138,000	7	" " "	" " "	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	" " "	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	" " "	1880	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
Vineland:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	...
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien).....	1,600,500	6	Jan. and July.	Baltimore.	1885	82 1/2
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	80 1/2	Delaware Division (L. O. & N.):						
4th Mortgage.....	870,000	8	March & Sept.	" " "	1900	80	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Registered Certificates.....	118,295	8	Jan. and July.	" " "	1875	...	Delaware and Hudson:						
Funded Interest.....	226,300	8	" " "	" " "	1880	...	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	102
Income Mortgage (fundable).....	93,500	8	" " "	" " "	1886	...	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	" " "	1888	100 1/2
Wallkill Valley (Erie):							tered. 3d series, Jan. 1, 1871	3,500,000	7	" " "	" " "	1891	97
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" " "	1894	102
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	" " "	" " "	1894	...
2d Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	...	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" " "	1900	106	Mortgage Loan of 1877.....	702,779	6	June & Dec.	Philadelphia.	1877	94
Warren & Franklin (O. C. & Atl. R.):							Convertible Bonds.....	41,550	6	" " "	" " "	1882	99
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	Convertible Loan, gold.....	794,000	60	March & Sept.	" " "	1894	105
Warwick Valley (Erie):							1st Mortgage, registered.....	6,351,938	6	J. A. J. & O.	" " "	1884	105
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	...	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	" " "	1897	104 1/2
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold....	4,992,500	60	June & Dec.	" " "	1897	90 1/2
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Consolidated Mortgage.....	1,063,000	7	" " "	" " "	1911	90
Washington City, Va. M. & G. S. Co.:							Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	" " "	1892	97
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	83	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	" " "	1877	...
2d Mort. (")	850,000	7	" " "	" " "	1891	...	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	" " "	1873	80 1/2	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
2d Mort. (")	1,200,000	6	Jan. and July.	" " "	1875	78	Morris and Banking:						
3d Mort. (")	600,000	8	May and Nov.	" " "	1873	67 1/2	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
4th Mort. (")	700,000	8	March & Sept.	" " "	1880	37 1/2	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	" " "	1890	162
Funded Coupons (do.).....	722,664	...	" " "	" " "	...	...	Preferred Stock Dividend Scrip.	163,104	7	Jan. and July.	" " "	1887	...
1st Mort. (Lynchburg & Danville)	521,000	...	Apr. and Oct.	" " "	1895	...	Pennsylvania:						
Virginia State Loan.....	249,982	7	Jan. and July.	" " "	'92-'93	...	1st Mortgage skg fund guar.	2,905,000	6	Jan. and July.	Philadelphia.	1911	70

Dec. 31, 1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	18
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Line	Station	Distance	Time	Rate	Notes
1	Dec. 31, 1875	540.4	484.3	767.5	
2	Jan. 30, 1876	101.1	13.0	22.6	
3	Feb. 28, 1876	166.0	13.0	22.6	
4	Mar. 31, 1876	18.0	4.1	12.1	
5	Apr. 30, 1876	21.3	4.1	12.1	
6	May 31, 1876	14.2	1.8	9.2	
7	Jun. 30, 1876	15.0	32.5	164.7	
8	Jul. 31, 1876	105.0	131.4	149.3	
9	Aug. 31, 1876	86.0	52.0	46.3	
10	Sep. 30, 1876	125.0	46.3	35.0	
11	Oct. 31, 1876	100.0	27.2	1.0	
12	Nov. 30, 1876	28.0	2.0	70.0	
13	Dec. 31, 1876	23.0	64.0	24.0	
14	Jan. 30, 1877	100.0	58.7	29.5	
15	Feb. 28, 1877	109.0	17.0	163.6	
16	Mar. 31, 1877	27.0	71.9	119.9	
17	Apr. 30, 1877	119.9	2.3	4.7	
18	May 31, 1877	10.0	10.0	6.5	
19	Jun. 30, 1877	22.2	18.0	27.9	
20	Jul. 31, 1877	26.1	11.3	3.1	
21	Aug. 31, 1877	43.6	8.0	20.4	
22	Sep. 30, 1877	98.0	2.0	2.0	
23	Oct. 31, 1877	17.0	25.0	19.0	
24	Nov. 30, 1877	22.5	1.0	2.5	
25	Dec. 31, 1877	22.5	1.0	2.5	
26	Jan. 30, 1878	22.5	1.0	2.5	
27	Feb. 28, 1878	22.5	1.0	2.5	
28	Mar. 31, 1878	22.5	1.0	2.5	
29	Apr. 30, 1878	22.5	1.0	2.5	
30	May 31, 1878	22.5	1.0	2.5	
31	Jun. 30, 1878	22.5	1.0	2.5	
32	Jul. 31, 1878	22.5	1.0	2.5	
33	Aug. 31, 1878	22.5	1.0	2.5	
34	Sep. 30, 1878	22.5	1.0	2.5	
35	Oct. 31, 1878	22.5	1.0	2.5	
36	Nov. 30, 1878	22.5	1.0	2.5	
37	Dec. 31, 1878	22.5	1.0	2.5	
38	Jan. 30, 1879	22.5	1.0	2.5	
39	Feb. 28, 1879	22.5	1.0	2.5	
40	Mar. 31, 1879	22.5	1.0	2.5	
41	Apr. 30, 1879	22.5	1.0	2.5	
42	May 31, 1879	22.5	1.0	2.5	
43	Jun. 30, 1879	22.5	1.0	2.5	
44	Jul. 31, 1879	22.5	1.0	2.5	
45	Aug. 31, 1879	22.5	1.0	2.5	
46	Sep. 30, 1879	22.5	1.0	2.5	
47	Oct. 31, 1879	22.5	1.0	2.5	
48	Nov. 30, 1879	22.5	1.0	2.5	
49	Dec. 31, 1879	22.5	1.0	2.5	
50	Jan. 30, 1880	22.5	1.0	2.5	
51	Feb. 28, 1880	22.5	1.0	2.5	
52	Mar. 31, 1880	22.5	1.0	2.5	
53	Apr. 30, 1880	22.5	1.0	2.5	
54	May 31, 1880	22.5	1.0	2.5	
55	Jun. 30, 1880	22.5	1.0	2.5	
56	Jul. 31, 1880	22.5	1.0	2.5	
57	Aug. 31, 1880	22.5	1.0	2.5	
58	Sep. 30, 1880	22.5	1.0	2.5	
59	Oct. 31, 1880	22.5	1.0	2.5	
60	Nov. 30, 1880	22.5	1.0	2.5	
61	Dec. 31, 1880	22.5	1.0	2.5	
62	Jan. 30, 1881	22.5	1.0	2.5	
63	Feb. 28, 1881	22.5	1.0	2.5	
64	Mar. 31, 1881	22.5	1.0	2.5	
65	Apr. 30, 1881	22.5	1.0	2.5	
66	May 31, 1881	22.5	1.0	2.5	
67	Jun. 30, 1881	22.5	1.0	2.5	
68	Jul. 31, 1881	22.5	1.0	2.5	
69	Aug. 31, 1881	22.5	1.0	2.5	
70	Sep. 30, 1881	22.5	1.0	2.5	
71	Oct. 31, 1881	22.5	1.0	2.5	
72	Nov. 30, 1881	22.5	1.0	2.5	
73	Dec. 31, 1881	22.5	1.0	2.5	
74	Jan. 30, 1882	22.5	1.0	2.5	
75	Feb. 28, 1882	22.5	1.0	2.5	
76	Mar. 31, 1882	22.5	1.0	2.5	
77	Apr. 30, 1882	22.5	1.0	2.5	
78	May 31, 1882	22.5	1.0	2.5	
79	Jun. 30, 1882	22.5	1.0	2.5	
80	Jul. 31, 1882	22.5	1.0	2.5	
81	Aug. 31, 1882	22.5	1.0	2.5	
82	Sep. 30, 1882	22.5	1.0	2.5	
83	Oct. 31, 1882	22.5	1.0	2.5	
84	Nov. 30, 1882	22.5	1.0	2.5	
85	Dec. 31, 1882	22.5	1.0	2.5	
86	Jan. 30, 1883	22.5	1.0	2.5	
87	Feb. 28, 1883	22.5	1.0	2.5	
88	Mar. 31, 1883	22.5	1.0	2.5	
89	Apr. 30, 1883	22.5	1.0	2.5	
90	May 31, 1883	22.5	1.0	2.5	
91	Jun. 30, 1883	22.5	1.0	2.5	
92	Jul. 31, 1883	22.5	1.0	2.5	
93	Aug. 31, 1883	22.5	1.0	2.5	
94	Sep. 30, 1883	22.5	1.0	2.5	
95	Oct. 31, 1883	22.5	1.0	2.5	
96	Nov. 30, 1883	22.5	1.0	2.5	
97	Dec. 31, 1883	22.5	1.0	2.5	
98	Jan. 30, 1884	22.5	1.0	2.5	
99	Feb. 28, 1884	22.5	1.0	2.5	
100	Mar. 31, 1884	22.5	1.0	2.5	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

51. *Word occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."*

[illegible]

Sept. 30, 1875	140.5	6.6	16.8	—	39	19	10	1003	Richmond and Danville	5,890,611	2,349,366	100,442	4,000,000	3,592,686	729,767	45,979	910,412	136,678	221,017	19,230,085	323,448	100
Sept. 30, 1876	22.9	5.0	4.2	—	14	24	13	176	Richmond and Petersburg	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1877	22.9	5.0	4.2	—	14	24	13	176	Richmond, Fredburg and Potomac	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1878	22.9	5.0	4.2	—	14	24	13	176	Richmond, York River and Chesapeake	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1879	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1880	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1881	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1882	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1883	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1884	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1885	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1886	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1887	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1888	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1889	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1890	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1891	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1892	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1893	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1894	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1895	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1896	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1897	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1898	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1899	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1900	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1901	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1902	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1903	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1904	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1905	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1906	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1907	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1908	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1909	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1910	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1911	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1912	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1913	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1914	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1915	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1916	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1917	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1918	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1919	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1920	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1921	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1922	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1923	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1924	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222	630,214	180,341	180,860	46,372	382,193	76,251	100
Sept. 30, 1925	22.9	5.0	4.2	—	14	24	13	176	Richmond and State Line	1,102,704	317,187	1,652,028	278,798	285,798	204,222							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the coast thereof is included, in that headed "Official Road". A dash (-) across the column signifies "Nil," and ruling dots (....) signify "not ascertained."

[illegible]

W. 24. Th 25. F. 26. Sat. 27. M. 29. Tu. 30.

W. 24. Th. 25. F. 26. Sat. 27. M. 29. Tu. 30.						
Allegheny Val. 7 3-10s....	104	104	104	104	104	104
7s, Income.....	53	55	55	55	55	55
Garden & Am. 6s, 1885....	100	100	100	100	100	100
6s, 1889.....	100	100	100	100	100	100
Mort. 6s, 1889.....	110	110	110	110	110	110
Garden and Atlantic.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
Catawissa.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
New preferred.....	32	32	32	34	34	34
7s, new.....	103	103	103	103	103	103
Del. & Bound Brook.....	100	100	100	100	100	100
7s.....	100	100	100	100	100	100
Elmira & Williamsport.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
7s.....	100	100	100	100	100	100
Hunt. & B. Top Mt.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
Lehigh Navigation.....	29	29	29	29	28	28
6s, 1884.....	29	29	29	29	28	28
Gold Loan.....	99	99	99	98	98	97
Railroad Loan.....	100	100	100	100	100	100
Conv. Gold Loan.....	100	100	100	100	100	100
Lehigh Valley.....	49	49	49	49	48	48
6s, new, coupon.....	49	49	49	49	48	48
6s, new, registered.....	109	109	109	109	109	109
7s.....	115	115	115	115	115	115
Consol. mort. 6s.....	98	98	98	98	98	98
Little Schuylkill.....	43	43	43	43	40	40
Minehill & Sch. Haven.....	43	43	43	43	48	48
North Pennsylvania.....	43	43	43	43	49	49
1st mortgage 6s.....	106	106	106	106	106	106
2d mortgage 7s.....	106	106	106	106	106	106
Chattel 10s.....	106	106	106	106	106	106
Gen'l mort. 7s, coup.....	107	107	107	107	107	107
Gen'l mort. 7s, reg.....	107	107	107	107	107	107
North Central.....	25	25	25	25	25	25
Pennsylvania R. R. 4s.....	48	48	48	47	47	46
1st mortgage.....	105	105	105	105	105	105
Gen'l mortgage.....	105	105	105	105	105	105
Gen'l mort. reg.....	109	109	109	109	109	109
Consol. mort. 6s, reg.....	100	100	100	100	100	100
Penn. State 6s. 2d series 101	101	101	101	101	101	101
Penn. State 6s. 3d series 113	113	113	113	113	113	113
Philadelphia City, 6s.....	112	112	112	112	112	112
6s, new.....	112	112	112	112	112	112
Phila. and Reading.....	15	15	14	14	14	13
Debenture bonds.....	15	15	14	14	14	13
7s, of 1883.....	50	50	50	50	50	50
7s, new, convertible.....	50	50	50	50	50	50
Gen'l mortgage 7s.....	92	92	91	90	89	88
Gen'l mortgage, reg.....	92	92	90	90	89	88
Philadelphia and Erie.....	132	132	132	132	132	132
1st mortgage, 6s.....	103	103	103	103	103	103
2d mortgage, 7s.....	97	97	97	97	97	97
Pittsb. Cin. & St. L. 7s.....	84	84	84	84	84	84
Pittsb. Titusv. & Bufd. 8s.....	8	8	8	8	8	8
7s.....	52	52	52	52	52	52
Schuylkill Navigation.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
6s, 1872.....	100	100	100	100	100	100
6s, 1882.....	100	100	100	100	100	100
6s, 1896.....	100	100	100	100	100	100
United Co. of N. Jersey 140	140	140	141	140	140	140
Hestonville, (Horse) 20	19	18	18	17	17	17
Chestnut & Wal. (do.).....	64	64	64	64	64	64
Germantown (do.).....	100	100	100	100	100	100
Green and Conate (do.) 45	45	45	45	45	45	45
Lombard & 8th (do.).....	50	50	50	50	50	50
2d and 3d streets (do.).....	100	100	100	100	100	100
Spruce and Pine (do.) 31	30	30	30	30	30	31
13th and 15th sts (do.).....	100	100	100	100	100	100
Union (do.).....	100	100	100	100	100	100

W.24, Tb 25 F.26 Sat.27, M.29, Tu.30.

Baltimore and Ohio.....	161	161	161
6s, 1880.....	.....	.....	.....
6s, 1885.....	197	.....	106 1/2
Central Ohio.....	35 1/2	35 1/2	.....
1st mortgage.....	.....	.....	.....
Marietta & Cincinnati.....	.....	110 1/2	110 1/2
1st mortgage, 7s.....	.....	.....	110 1/2
2d mortgage, 7s.....	.....	.....	87 1/2
3d mortgage, 8s.....	55 1/2	.....	55 1/2
Northern Central.....	25 1/2	.....	25
2d mortgage, 6s 1885.....	.....	.....	.....
3d mortgage, 6s, 1900.....	.....	.....	.....
6s, 1900, Gold.....	101 1/2	101 1/2	.....
Orange and Alex. 1st.....	.....	.....	86 1/2
2d mortgage, 6s.....	77	.....	78
3d mortgage, 8s.....	67 1/2	.....	.....
4th mortgage, 8s.....	.....	.....	.....
O., Alex. & Manassas 7s.....	83	83	83
Pittab. & Connellsv. 7s.....	104 1/2	104 1/2	105
Virginia 6s, Consol.....	67	67 1/2	67 1/2
Consol. Coupons.....	83	83	83
Deferred Certificates.....	71	71	.....
Western Maryland.....	.....	.....	.....
1st M., end. by Balt.....	.....	.....	.....
2d M., do.....	.....	.....	.....
3d M., do.....	.....	.....	.....
1st M., unendorsed.....	.....	.....	.....
2d M., end. Wash. Co.....	.....	.....	.....
2d Mort., preferred.....	.....	.....	.....
City Passenger R. R.....	.....	.....	.....

New York Stock Exchange.

Closing Prices for the week ending Jan. 31.

Closing Prices for the week ending Jan. 31

New York Stock Exchange

Closing Prices for the week ending Jan. 31

	Th. 25.	F. 26.	Sat. 27.	M. 28.	Tu. 29.	We. 30.	W. 31.
Adams Express.....	103 $\frac{1}{2}$	104 $\frac{1}{2}$	105	104 $\frac{1}{2}$	..	..	104 $\frac{1}{2}$
Albany and Susq.....	..	..	..	..	..	..	..
1st mortgage.....	..	..	..	..	..	..	..
2d mortgage.....	..	..	..	..	..	..	..
American Express.....	67 $\frac{1}{2}$	67	..	..	..	..	67 $\frac{1}{2}$
Am. Dock and Imp. 7s.....	..	..	..	..	..	..	..
Atlantic & Pacific pref.....	..	..	..	..	..	..	..
Atlantic & Pacific Tel.....	..	..	16 $\frac{1}{2}$	..	..	..	16 $\frac{1}{2}$
Bost., Hart, & Erie 1st.....	..	..	..	..	..	..	..
Burl. C. R. & Minn. 1st.....	..	40	40	40 $\frac{1}{2}$	..	..	..
Central of N. Jersey.....	33 $\frac{1}{2}$	32 $\frac{1}{2}$	30 $\frac{1}{2}$	27 $\frac{1}{2}$	..	..	28 $\frac{1}{2}$
1st mortgage, new.....	109	109	..	..	..	..	107 $\frac{1}{2}$
7s, consolidated.....	..	..	..	..	..	..	..
7s, convertible.....	..	..	..	..	..	..	..
Central Pacific 6s, gold 10s.....	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108	107 $\frac{1}{2}$	107 $\frac{1}{2}$
1st M. (San Joaquin).....	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	90 $\frac{1}{2}$	..	..	92 $\frac{1}{2}$
1st M. (Cal. and Or.).....	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$	..	..	90 $\frac{1}{2}$
Land grant 6s.....	..	..	..	..	..	..	..
Chicago and Alton.....	101 $\frac{1}{2}$	101 $\frac{1}{2}$	..	..	101 $\frac{1}{2}$	..	101 $\frac{1}{2}$
Preferred.....	110 $\frac{1}{2}$	..	..	..	..	..	..
1st mortgage.....	..	..	..	..	..	..	..
Sinking Fund.....	115	..	..	..	..	..	..
Income bonds.....	..	..	..	..	..	..	..
Chic. Burl. & Quincy 11s.....	118 $\frac{1}{2}$	118 $\frac{1}{2}$	..	..	..	..	118 $\frac{1}{2}$
8s, 1883.....	..	..	..	112	..	..	111 $\frac{1}{2}$
Chic. & Milwaukee 1st.....	..	..	..	..	..	..	..
Chic. Mil. and St. Paul 18s.....	18	18	17 $\frac{1}{2}$	17 $\frac{1}{2}$	18 $\frac{1}{2}$	..	18 $\frac{1}{2}$
Preferred.....	48	47 $\frac{1}{2}$	47	48 $\frac{1}{2}$	47 $\frac{1}{2}$	..	48 $\frac{1}{2}$
1st mortgage.....	117 $\frac{1}{2}$	117 $\frac{1}{2}$	..	..	..	..	117 $\frac{1}{2}$
2d mortgage, 7 S-10s.....	..	..	99	..	..	..	..
7s, gold.....	..	..	..	..	..	..	..
1st M. (La Crosse div.).....	96	94 $\frac{1}{2}$	96	99	97	97	97
1st M. (I. and M. div.).....	..	..	..	..	..	..	..
1st M. (I. and D. div.).....	..	..	..	..	..	..	..
1st M. (H. & D. div.).....	..	..	..	..	..	..	..
1st M. (C. & M. div.).....	94 $\frac{1}{2}$	..	94	..	..	..	..
Consolidated S. F. No. 30.....	78 $\frac{1}{2}$	78 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	..	..	78 $\frac{1}{2}$
Chic. & Northwestern 36s.....	39 $\frac{1}{2}$	39 $\frac{1}{2}$	35 $\frac{1}{2}$	35	..	..	36 $\frac{1}{2}$
Preferred.....	57 $\frac{1}{2}$	57	59 $\frac{1}{2}$	59 $\frac{1}{2}$	56	56	56 $\frac{1}{2}$
1st mortgage.....	107 $\frac{1}{2}$	..	..	..	..	..	..
Sinking Fund.....	..	..	..	..	..	..	..
Consolidated 7s.....	..	..	104	104	104 $\frac{1}{2}$	..	..
Consol. Gold bonds.....	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
Do, reg.....	..	..	..	..	..	..	..
Chic. Rock Isl. & Pac. 101s.....	102 $\frac{1}{2}$	101 $\frac{1}{2}$	102	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$
7s, 1896.....	104 $\frac{1}{2}$	..	109	..	108 $\frac{1}{2}$	..	..
Clev., Col. C. and Ind.....	..	..	..	..	..	..	..
1st mortgage.....	..	110	110	..	..	..	..
Clev. & Pittsburg guar. 93.....	..	..	..	93	93	..	..
7s, Consolidated.....	..	..	..	..	..	..	..
4th mortgage.....	..	..	..	..	..	..	..
Clev. P. and Ash. 7s.....	..	..	..	..	..	..	..
7s, new.....	..	..	..	8	..	..	..
Col. Chic. & Ind. Cent. 31.....	31	..	..	..	..	..	..
1st mortgage.....	38	37	36	35 $\frac{1}{2}$	..	..	36 $\frac{1}{2}$
2d mortgage.....	..	..	..	..	..	..	..
Consol. Coal of Md.....	34	..	34 $\frac{1}{2}$	..	..	..	..
Del. & Hudson Canal. 67.....	65 $\frac{1}{2}$	65	66	66 $\frac{1}{2}$	61 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$
Reg. 7s, 1891.....	102 $\frac{1}{2}$	102 $\frac{1}{2}$	..	102	..	..	..
Reg. 7s, 1884.....	104 $\frac{1}{2}$	..	..	100 $\frac{1}{2}$	101	100 $\frac{1}{2}$	100 $\frac{1}{2}$
7s, 1894.....	97	..	..	..	..	..	..
Del. Lack. & Western 72s.....	72 $\frac{1}{2}$	71 $\frac{1}{2}$	72 $\frac{1}{2}$	70	69 $\frac{1}{2}$	..	..
2d mortgage 7s.....	..	..	..	..	..	..	..
7s, Convertible.....	..	103	..	..	..	..	..
Det., Mon. & Tol 1st.....	..	..	..	..	..	..	..
Dt. of Columbia S-65s.....	73	..	73 $\frac{1}{2}$	73 $\frac{1}{2}$	74	74 $\frac{1}{2}$	74 $\frac{1}{2}$
Erie Railway.....	101	10	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9	9
Preferred.....	..	..	..	..	..	..	..
1st mortgage.....	110	..	..	..	..	..	..
2d mortgage.....	..	105	..	..	105 $\frac{1}{2}$	..	..
3d mortgage.....	..	..	..	..	104 $\frac{1}{2}$	..	..
4th mortgage.....	..	..	..	..	..	..	..
5th mortgage.....	..	..	..	..	..	..	..
Great Western 1st mort 103.....	105 $\frac{1}{2}$	105 $\frac{1}{2}$	105	105	105	103 $\frac{1}{2}$	103 $\frac{1}{2}$
2d mortgage.....	..	..	..	..	75	73	..
Hannibal & St. Joseph.....	..	..	..	..	..	..	..
Preferred.....	26 $\frac{1}{2}$	..	..	..	..	..	26 $\frac{1}{2}$
5s, Convertible.....	85 $\frac{1}{2}$	85 $\frac{1}{2}$	85 $\frac{1}{2}$	85 $\frac{1}{2}$	86	85 $\frac{1}{2}$	85 $\frac{1}{2}$
Hudson River 2d mort.....	..	..	..	..	..	..	..
Illinois Central.....	55 $\frac{1}{2}$	55 $\frac{1}{2}$	..	55 $\frac{1}{2}$	52	51 $\frac{1}{2}$	..
Kansas Pacific.....	..	..	..	..	..	..	..
Lake Shore & Mich. So. 57s.....	56 $\frac{1}{2}$	56 $\frac{1}{2}$	55	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$
Consol. 7s.....	..	..	..	..	..	..	..
Consol. 7s, reg.....	107	..	..	..	..	..	..
2d Consolidated.....	..	..	..	..	93	..	..
Lake Shore Div. bonds.....	..	..	..	..	..	..	107 $\frac{1}{2}$
Leh. & W.B. 7s, Con.....	..	..	56	56	..	..	56 $\frac{1}{2}$
Long Dock bonds.....	105	105 $\frac{1}{2}$	..	..	..	..	..
L'ville & Nash. 7s Cons.....	..	..	..	..	..	..	..
Michigan Central.....	49 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	47 $\frac{1}{2}$	48	48	48
7s, 1892.....	103	..	103 $\frac{1}{2}$	..	..	..	..
8s 1892.....	..	..	..	..	..	..	..
N. E. and N. I. 1st, S.F.....	..	..	109 $\frac{1}{2}$	..	..	..	109 $\frac{1}{2}$
2d mortgage.....	..	..	..	102 $\frac{1}{2}$	..	..	..
Norris and Essex.....	92	91 $\frac{1}{2}$	..	91 $\frac{1}{2}$	91	90 $\frac{1}{2}$	..
1st mortgage.....	..	..	..	..	..	..	..
2d mortgage.....	..	..	..	..	..	..	..
7s of 1871.....	..	..	..	102	..	..	..
7s, Convertible.....	..	..	..	..	..	..	..
7s, Consolidated.....	..	..	..	..	..	..	..
N. Y. Cent. & Hud. Riv 102s.....	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$
Sinking fund, 1876.....	..	..	..	..	..	..	..
6s, Sinking fund, 1883.....	..	..	..	..	..	..	108 $\frac{1}{2}$
6s, Sinking fund, 1887.....	..	..	..	..	..	..	..
1st mortgage.....	..	..	..	..	117 $\frac{1}{2}$	..	..
1st mortgage, reg.....	116 $\frac{1}{2}$	..	..	..	..	..	..
N. York and Harlem 143.....	140 $\frac{1}{2}$	141
Preferred.....
1st mortgage.....
1st mortgage, reg.....

New Jersey																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Boston Stock Exchange.

Closing Prices for the week ending Jan. 31.

	Th. 25	F. 26	Sat. 27	M. 28	Tu. 29	W. 30	W. 31
Atch., Top. and San. Fe	151	151	151	151	151	151	151
1st mortgage	92	92	92	92	92	92	92
2d mortgage	56	56	56	56	56	56	56
Land Grant 7s.		83	83	83	83	83	83
Income 12s.		104	104	104	104	104	104
Boston and Albany	127	127	127	127	127	127	127
7s, reg.		127	127	127	127	127	127
6s, 1895		127	127	127	127	127	127
Boston and Lowell	69	69	69	69	69	69	69
7s.		69	69	69	69	69	69
Boston and Maine	99	99	99	99	99	99	99
Boston and Providence	134	134	134	134	134	134	134
Boston, Hart. & Erie 7s	15	14	14	14	14	14	14
Boston Water Power	5	5	5	5	5	5	5
Burl. & Mo. R. L. G. 7s.							109
Burl. & Mo. R. in Feb. 34	34	104	104	104	104	104	104
8s, old	104	104	104	104	104	104	104
Burl. & Mo. R. in Feb. 34	118	118	118	118	118	118	118
7s	109	109	109	109	109	109	109
Cin., Sand. and Cleve.	4	4	4	4	4	4	4
Concord							
Connecticut River							
Eastern	5	5	5	5	5	5	5
Scip.							
New 34 Bonds	51	51	51	51	51	51	51
Fitchburg		116	116	116	116	116	116
Ind., Cin. & Lafayette							
Kan. C, Top. & West. 12	12	12	12	12	12	12	12
8s		87	87	87	87	87	87
Michigan Central	49	48	48	48	48	48	48
Nashua and Lowell							
Northern, N. H.		82	82	82	82	82	82
Norwich & Worcester	17	17	17	17	17	17	17
Oden. & Lake Cham. 14	15	16	16	16	16	16	16
Preferred	75	75	75	75	75	75	75
Old Colony	102	102	102	102	102	102	102
Ph., Wil. & Baltimore	62	63	63	63	63	63	63
Port'd, Saco & Ports.							
Pueblo & Ark. Val.	15	12	12	12	12	12	12
7s	80	81	81	81	84	84	84
Pullman Palace Car.		74	75	75	75	75	75
Union Pacific							
6s.	103	103	103	103	103	103	103
Land Grant 7s.							
Sinking Fund 8s.	94	94	94	94	94	94	94
Vermont and Canada							
Vermont and Mass.							
Worcester and Nashua							
Cambridge (Horse)							
Metropolitan (")							
7s							
Middlesex (")							
Central Mining Co.							
Calumet and Hecla	178	178	178	178	178	178	178
Copper Falls	3	3	3	3	3	3	3
Franklin	14	14	14	14	14	14	14
Ontonagon	45	45	45	45	45	45	45

FEDERAL STOCKS:				
U. S. 4s, 1891, reg.	107	107	107	107
U. S. 5s, 10-40s, reg.	114	114	114	114
U. S. 5s, 10-40s, coup.	114	114	114	114
U. S. 5s, 1881, reg.	111	111	110	110
U. S. 5s, 1881, coup.	112	112	111	111
U. S. 5s, 1881, reg.	114	114	113	113
U. S. 6s, 1881, coup.	114	114	115	115
U. S. 6s, 5-20s, reg. 1865	109	108	109	109
U. S. 6s, 5-20s, c. 1865.	108	108	108	108
U. S. 6s, 5-20s, r. n. 1865	110	110	110	110
U. S. 6s, 5-20s, c. n. 1865	110	110	110	110
U. S. 6s, 5-20s, reg. 1867	114	113	113	113
U. S. 6s, 5-20s, c. 1867	113	113	113	113
U. S. 6s, 5-20s, reg. 1868	114	114	114	114
U. S. 6s, 5-20s, c. 1868	117	116	116	116
U. S. 6s, Pac. R. R. issue	123	123	123	123

London Stock Exchange.

—Closing Prices.—

	Dec. 29	Jan. 5
Atlantic & Gt. W. 1st mort. \$1,000.....	22 - 24	22 - 24
Do. 2d mort. \$1,000.....	8 - 10	8 - 10
Do. 3d mort. \$1,000.....	3 - 4	3 - 4
Atlantic, Miss. & Ohio Consol. mort. 20 -	22	22
Central of New Jersey Consol. mort. 82 -	83	81 - 83
Central Pacific of California 1st mort. 101 1/2 -	102	102 - 103
Do (C. & O. div.) 1st mt. gd. bds. 96 -	98	98 - 95
Detroit & Milwaukee 1st mort. bonds 30 -	40	30 - 40
Do. 2d do. 30 -	40	30 - 40
Erie shares, \$100.....	8 1/2	9 - 9 1/2
Do. Preference Shares.....	16 - 18	16 - 18
Do. 7 Convertible Gold Bonds.....	33 - 5	25 - 37
Galveston and Harrisburg 1st mort. 75 -	77	75 - 77
Illinois Central \$100 shares.....	59 - 60	61 - 63
Lehigh Valley Consol. mortgage.....	92 - 91	93 - 95
Marietta and Cincinnati Railway.....	102 - 104	102 - 104
M. O. Kan. & Tex. 1st M. G. B. Eng. 66 -	68	66 - 68
N. Y. Cent. & Hud. Riv. Mt. bonds. 111 1/2 -	112 1/2	1 - 112
Do. 1st mortgage.....	99 - 101	98 - 100
Pennsylvania, \$50 shares.....	45 1/2 - 46	46 1/2 - 47 1/2
Do. 1st mortgage.....	94 - 98	97 - 100
Philadelphia and Reading \$50 sha. 18 -	20	18 - 20
Pittsburg, Ft. W. & Chic. Equip. bds. 103 -	105	104 - 105
Union Pacific Land Grant 1st mort. 94 -	96	93 - 98
Do. do. do. 2d do. -	-	-

American Railroad Journal

Saturday, February 3, 1877.

Financial and Commercial Affairs.

Increasing ease has been the characteristic of the money market throughout the week. Legal tender and national bank notes have been accumulating at this point, through the liberal receipts from the interior; and the City banks have found it more difficult to place their surplus currency reserves advantageously in the loan or discount forms of investment at even the declining rates. Call loans were quoted at the close down to 3@5; very choice to prime mercantile credits at 4½@6 per cent per annum. On the basis of these figures the inquiry for accommodation from all sources was comparatively tame, notably so for legitimate business purposes. The restricted movements in produce and merchandise checked the demand from the commercial class of borrowers. Foreign advices were of a favorable tenor as to the financial position abroad, reflecting, in good part, the calmer political feeling. The City bank averages, last week, were handsomely augmented in the line of deposits and legal tender reserve, though the specie item was reduced moderately. The loan and discount average was enlarged, and the item of circulation also increased slightly. The City bank deposits show a gain of \$3,282,800, and the legal tender reserve a gain of \$2,122,400. The specie average was diminished \$787,900. The loan and discount item was expanded \$744,200. The circulation was contracted \$4,000. The City banks reported their average of gold last week at \$40,187,000, as against \$22,481,700 same date last year; and their greenback average at \$42,251,200, as against \$48,30,900 on Jan. 2.

1876. There deposits stood at \$280,625,600, against \$220,023,900 same time in 1876. The loan item was \$253,156,100 against \$262,207,000 a year ago.

The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$24,781,800, as against \$24,268,000, the preceding week. The City bank exchanges in currency reached \$421,314,349 or a daily average of \$70,219,058.

The income of the Government from internal revenues last week was about two millions; and from Customs, about 2¼ millions.

The aggregate of the outstanding U. S. currency of all denominations, January 31st, was \$390,887,308. The outstanding amount of legal tender notes is \$365,050,236. The National bank circulation is now \$322,138,399, including \$2,087,390 of national gold bank notes.

On Monday of this week the cash balances of the Treasury Department at Washington were: of Currency \$8,626,476; special deposit of legal tenders for the redemption of certificates of deposit, \$34,290,000; Coin, \$87,728,757; Coin certificates, \$53,508,400.

The U. S. Sub-Treasury in this city closed the week with a currency balance of \$42,866,092, against \$41,004,588 the preceding week; and a coin hoard of \$68,376,474 against \$67,488,157 on the previous return. The Customs revenue of the port during the week was \$1,845,000.

National Bank notes received at the Treasury Department last week for redemption were to the amount of \$5,471,000.

Favorable political and financial advices from Europe, and the much more hopeful feeling as to the political situation at home, with the increased export movement in domestic produce for the week, contributed to the depression of the Gold speculation, and the dealings of the week which were comparatively moderate in amount brought the premium down to the lowest figures made, in this connection, in fifteen years. The extremes of the price during the week have been 106¼@105½, closing on Wednesday at 105½, as against 106 on Wednesday of the preceding week. The specie outflow last week was \$971,491 against \$1,966,090, the same week in the preceding year. The imports of specie at this port last week were \$334,907, and since January 1st \$1,246,720 as against \$393,699 same time last year. The Customs demand for gold last week averaged \$307,500 per day. Foreign Exchange has been in fair demand and quoted firm, on restricted offerings of prime bills most of the week. Bankers' sixty day bills on London closed on Wednesday at \$4 83½ @ \$4 84; sight bills on London at \$4 85 @ \$4 85½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,585,160. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,641,481 as against \$5,406,869 the corresponding week of 1876.

The week's import entries of Foreign Merchandise at New York included \$1,725,168 of Dry Goods and \$3,918,268 of General Merchandise.

Government Securities have been quite active, the demand for investment purposes having been on a liberal scale at the ruling prices, which fluctuated with Gold, closing firmly on Wednesday as follows:

United States currency sixes, 123@123½; do. 6s, 1881, registered, 112¾@112¾; do. coupon, 113¾@113½; do. 1865, registered, 108@108¼; do. coupon, 108@108¼; do. new, registered, 110@110½; do. coupon, 109¾@110½; do. 1867 registered, 112¾@113½; do. coupon, 112¾@113; do. 1868, registered, 116@116½; do. coupon, 116@116½; do. ten forties, registered, 113¾@113¾; do. coupon, 113¾@114¼; do. five twenties, 1881, registered, 110¾@110½; do. coupon 111½@111¾; do. four and one-halves, 1891, registered, 106¾@107½.

The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$339,032,200.

State and Railway bonds have been moderately active, and the more substantial loans have been comparatively well supported as to prices. And in the line of Railway and Miscellaneous share property the week's business has been on a liberal scale, but at depressed and very variable prices under speculative manipulations, coal mining and carrying stocks suffering most notably, closing heavily on the general list.

General business has suffered from the adverse influences of domestic speculation, which worked decidedly against activity in the line of legitimate trade movements. Most kinds of domestic produce—notably Breadstuffs, Provisions, Naval Stores and Petroleum—were depressed and irregular at the close, with a comparatively limited home trade and export inquiry noted. Cotton was somewhat stronger in price, and the later dealings indicated more animation, largely on speculative account. Dry Goods, Boots and Shoes and Hardware attracted more attention. Foreign merchandise was quite moderately dealt in, as a rule. Rio Coffee declined materially. Sugars, raw and refined, were quoted firmer, on more liberal transactions. Metals were in more active request, especially Pig and Forge Iron, and Ingot Copper. Eglinton Pig Iron quoted here at \$25 50 @ \$26; Glengarnock \$26 50 @ \$27; Coltness \$28 50; No. 1 American Pig at \$20; No. 2 do. at \$18 @ \$19; Forge \$18; American Rails at works \$36 @ \$40; Old Rails nominal. Wrought Scrap \$26 @ \$26 50. Ingot Copper was quoted at 19¼@20 here, and to arrive, on extensive sales, reported as mainly for export. Ocean freights have been quiet and depressed throughout. The main inquiry having been from shippers of Grain, Provisions, Cotton, Seeds, Tobacco, Oil Cake and Petroleum. The rates ruling at the close were about the lowest quoted in this market in a long time. Liverpool steamer rates were for Grain 4¾d. per bushel. Provisions, Seeds, and Tallow, 35s.; Oil Cake 17s. 6d.; Leather, 60s. per ton; Cotton, compressed, 1d. per lb.; Apples, 4s. per bbl. Grain rates on charter hence for Cork and orders 5s. 3d. @ 5s. 6d. per quarter. Refined Petroleum for Cork and orders, 4s. @ 4s. 6d. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cleveland and Toledo 7s, new, 106½; Quincy and Toledo 1st mort., 80; Wabash R. R. Receipts, 6¼; Canada Southern 1st mort., coupon on, 50; Delaware and Hudson Canal 7s, 1877, 102; South Pacific of Mo. bonds, 74; Toledo and Wabash Equipment bonds, 20; Buffalo and

Erie 7s, new, 107½; Rensselaer and Saratoga R. R., 111; Mariposa I. and M., 6; do. pref., 6; Missouri 6s, H. and St. J. issue, 105; North Carolina 6s, new, Jan. and July, 10½; do. old, Apr. and Oct., 20½; Tennessee 6s, old, 43; do. new, 42½; do. new series, 42¼; Missouri 6s, long bonds, 105; do. Funding 1894-'95, 105½; do., Asylum, 104½; New York State 7s, Bounty Loan, coupon, 101¼; do. reg., 101; Georgia 7s, new, 105½; Louisiana 7s, consol., 60; Virginia 6s, consol., 2d series, 38; Jersey City 6s, W. L., 101; Brooklyn 6s, W. L., 106. The latest quotations are: Delaware and Hudson Canal, 60@61; Illinois Central, 51½@51½; Pacific Mail 24¼@25; Western Union Telegraph, 75½@75½; Atlantic and Pacific Tel., 15¾@16½; Quicksilver Mining 14½@16; do. pref., 21@23; Mariposa Land and Mining, 5½@5½; do. pref., 5½@6¼; Adams Exp., 104@104½; American Exp., 57@57½; U. S. Express, 49½@51; Wells-Fargo Express, 84@85; Chicago and Alton, 101¾@102; Cleveland and Pittsburgh, 92—; Chicago and Northwestern, 85@85½; do. pref., 56@56¼; Chicago, Rock Island and Pacific, 101½@101¾; Chicago, Milwaukee and St. Paul, 18¾@18¾; do. pref., 48@48½; Cleveland, Columbus, Cincinnati and Indianapolis, 33½@—; Columbus, Chicago and Indiana Central, 2¾@3¼; Delaware, Lackawanna and Western, 69¼@69¾; Erie, 9½@9½; Hannibal and St. Joseph, 12¾@13; do. pref., 25½@26½; Lake Shore and Michigan Southern, 54¾@54¾; Michigan Central, 47¾@47½; New York and Harlem, 140@142; N. Y. Central and Hudson River, 101¾@102½; Central of New Jersey 25¾@26; Ohio and Miss., 6¾@6¾; Panama, 122@—; Union Pacific, 64¼@64½; do. 1st mort., 103¾@104; do. 7s, land grant, 102½@102½; do. sinking fund 8s, 97@97¼; Central Pacific 6s, gold, 107¾@108.

Philadelphia.—Oil Creek 1st mort., 80¾; Warren and Franklin 7s, 80; Pennsylvania and New York Canal and Railroad 7s, 111½; Am. S. S. Co. 6s, 86; Steubenville and Indiana 7s, 85; Philadelphia and Reading Coal and Iron mort. 7s, 55; Perkiomen R. R. 6s, 70; Belvidere Delaware 3d mort., 98½; Philadelphia, Germantown and Norristown R. R., 100; Morris Canal pref., 140; Central Transp., 38¾; Empire Transp., 48¾; Pittsburgh 7s, Avenue bonds, 109. The latest quotations are: City 6s, 106¾@107¼; do. free of tax, 112@112½; Pennsylvania State 6s 2d series, 101@102; do. 3d series 113@113½; Philadelphia and Reading, 13¾@13½; do. Gen'l mort. 7s, coup., 88@90; do. reg., 87¾@88½; do. mort. 6s, 1880, 100@103½; do. 7s, new conv. 49@51; do. 7s, 1893, 100@—; United New Jersey R. R. and Canal Co., 140@140½; Camden and Amboy mort. 6s, 1889, 109½@110; Pennsylvania R. R., 46¾@47; do. 1st mort., 105@105½; do. general mort. coupon, 107¾@108¾; do. reg., 108¾@109¼; do. Consol. mort. 6s, reg., 99@100; Little Schuylkill R. R., 40@42; Morris Canal, 50@—; do. pref., 136@140; Susq. Canal, —@—; do. 6s, —@65; Schuylkill Nav. —@7; do. pref., 9@10; do. 6s, 1882, 55@60; do. 1872, 80@84; Elmira and Williamsport pref., 88@—; do. 7s, 101@—; do. 5s, 65@—; Lehigh Coal and Navigation, 27¾@28½; do. 6s, 1884, 104½@—; do. R. R. loan, 103½@—; do. Gold Loan, 96¾@97¼; North Pennsylvania, 48½@—; do. 6s, 105¾@106¼; do. 7s, 112@113½; do. Gen'l mort. 7s, reg., 106½

@107½; do. chattel 10s, 102@—; Philadelphia and Erie, 12¾@—; do. 6s, 102@103½; do. 7s, 98@97; Minehill, 47@48; Catawissa 7@9; do. pref., 34@35; do. new pref., 31@33; do. 7s, 1900, 103½@104; Lehigh Valley, 47¾@48; do. 6s. new coupon, 108@—; do. reg., 108¾@109¼; do. 7s, 114¾@115½; do. consol. mort., 98@98½; Fifth and Sixth streets (horse), 70@73; Second and Third, 72@76; Thirteenth and Fifteenth, 34@37; Spruce and Pine, 30@31; Green and Coates, 40@45; Chestnut and Walnut, 62@66; Hestonville, 17@17¾; Germantown, —@65; Union, 76@88; Lombard and South, 16@—; Ridge Avenue 50@—; Seventeenth and Nineteenth, 40@—.

Baltimore.—Richmond and Danville 1st mort., 73½; Virginia and Tennessee 6s, 80½; do. 8s, 80; Baltimore and Ohio R. R., 2d pref., 100½; Baltimore City 6s, 1875, 106; do. 1884, 111¼; do. 1886, 111; do. 1890, 110¾; do. 1900, 111¼; Cincinnati 7.30, 104¼; Norfolk Water 8s, 104½; Maryland Defense 6s, 112¼; Atlantic Coal, 1.80. The latest quotations are: South Side (Va.) 2d mort., 57½@62½; do. 3d mort., 44@46; Cincinnati and Baltimore 7s, 97¾@—; Wilmington and Weldon 7s, 102@—; Wilmington, Columbia and Augusta 7s, 32@—; Richmond and Danville 1st mort., 73½@74; Pittsburgh and Connellsville 7s, 1898, 105@—; Baltimore and Ohio, 150@151; do. 1st pref., 105@—; do. 2d pref., 100@101; do. 6s, 1880, 103½@—; do. 1885, 106¾@107; Northern Central, 25@25½; do. 6s, 1885, 102@—; do. 6s, 1900, 102@—; do. 6s, 1900, gold, 101@101¾; Marietta and Cincinnati 1st mort., 7s, 1892, 110@110½; do. 2d mort., 7s, 87¼@88; do. 3d mort., 8s, 55¾@55½; Central Ohio, 33¼@33¾; do. pref. 35@—; do. 1st mort., 104½@104¾; Western Maryland 1st mort. 6s, 1890, 92@—; do. 1st mort. guar., 108@108½; do. 2d mort. guar., 108@108½; do. 3d mort. guar., 108@110; do. 2d mort. pref., 82@86; do. 2d mort. guar. by Washington Co., 101@—; Virginia and Tennessee 2d mort. 6s, 80@81; do. 3d mort. 8s, 79¾@81; Orange and Alexandria 1st mort. 6s, 86@90; do. 2d mort. 6s, 77¾@79; do. 3d mort. 8s, 67½@68½; do. 4th mort. 28¼@—; Orange, Alex. and Manassas 7s, 83@83¾; Baltimore 6s, 1875, 105¾@106; do. 1884, 110½@111½; do. 1886, 110½@—; do. 1890, 110¼@110¾; do. 1900, 110¾@111¼; do. 1900, new, 110¾@—; do. 1902, 110¾@111; do. 1902, new, 110¾@—; do. 5s, 94@—; Memphis City 6s, 18@—; Maryland Defense 6s, 1883, 112@112¼; do. 6s, 1890, 106@108½; Virginia consol. 6s, 67@67½; do. 2d series, 38@38½; Virginia Consol. coupons, 83¾@83¾; West Virginia def. certif., 7@7½; Baltimore City Passenger R. R., 32@34; Baltimore and Catonsville R. R., 12½@20; George's Creek Coal, 110@120; Atlas tie Coal, 1.80@1.90; Canton Co., 25@33; do. gold, 6s, 93@95½; Santa Clara Mining Co., 12½@15; do. bonds, —@52.

Boston.—Atchafalpa, Topeka and Santa Fe Equipment, 100; do. gold scrip, 56; Chicago, Burlington and Quincy 5s, new, 89; Kansas City, Topeka and Western Incomes, 53; Rutland pref., 8; Cincinnati, Sandusky and Cleveland pref., 30; Boston Land, 4¾; Brookline Land, 3¾; New Hampshire 6s, 111¼; Massachusetts 5s, 1894, gold, 111¼; Chicago 7s, 1886, 106; do. 6s, 1882, 100½; Boston 6s, 1880, 106¾; do. 1893, 114¼; do. 1894, 114;

do. 5s, 1887, gold, 108¼; Cleveland 6s, 1896, 103½; Bangor 6s, 1899, 103½; Cincinnati 7.30s, 1906, 103; do. 1902, 104½; International Mining Co., 62¼c.; Dupcan, 5¾; Ridge, 4½; Osceola, 25.

James River and Kanawha Canal.

A correspondent, writing from Richmond under date January 27, 1877, says the extension of the James River and Kanawha canal is engaging much of the time of the present session of the General Assembly. Last winter the Legislature decided in favor of a rail connection from Buchanan (the present terminus of the canal) to Clifton Forge, on the Chesapeake and Ohio railroad. Now there is a proposition from three of the most prominent and successful contractors in the State, (Messrs. C. R. Mason, Dennis Shanahan and W. C. N. Randolph), to lease the canal and extend it either by water or rail, as the Legislature may determine. The canal company is committed fully to the rail extension, and will oppose the leasing under any circumstances. A large number of legislators, however, are inclined to bear the proposition with favor, as it is suspected that the canal in new hands may prove a greater success than it has in recent years.

Valley Railroad.

At a meeting of the directors of the Valley (Va.) Railroad Co., held in Baltimore on the 24th ult., it was determined that the arrangement already made with the Baltimore and Ohio Railroad Company should be continued for the present. Under this agreement the Baltimore and Ohio Company will furnish the rolling stock and attend to the regular running of trains, under the supervision of the Valley Railroad Company. The service will be performed at rates only sufficient to repay the expenses. The track and all other departments of the road will be kept up by the Valley Railroad Company. It was considered inexpedient at the present time to fix upon any permanent arrangements, and the board adjourned until the first Wednesday in March next.

Philadelphia and Erie Railroad.

The Philadelphia and Erie Railroad Company make the following exhibit of business for the month of December, 1876:

Gross earnings.....	\$298,292 47
Gross expenses.....	150,563 64
Net earnings.....	\$147,728 83
Net earnings year 1876.....	\$1,164,563 25
Net earnings year 1875.....	1,187,413 56
Increase.....	\$27,119 69
Receipts from other sources.....	18,360 39
Total increase.....	\$45,480 08

The debt of the State of Georgia, as presented in the recent Message of the Governor, is \$10,671,500, including \$2,224,000 indorsements on the bonds of certain railroads. The sum of \$100,000 principal is to be paid this year, and the interest accruing is \$748,005. These amounts, added to the usual current expenses, exceed the estimated receipts \$325,256, which is to be provided for by the present Legislature.

The officers of the North Columbus (Ohio) Street Railway are H. M. Neil, President; Gen. Thomas, Vice President; A. H. Fritchey, Secretary; G. A. Frambes, Treasurer, and Mr. Stone, Superintendent.

Office of FISK & HATCH, 5 Nassau St.,
NEW YORK, JAN. 16TH, 1877.

The demand for Government Bonds for investment is now more general and widespread, among all classes, than at any previous period for a long time. To meet the numerous inquiries from intending investors for information on the subject, we have published, for gratuitous distribution, a new and revised edition of our "Memoranda Concerning Government Bonds," copies of which may be had upon application.

Holder of the Five-Twenties recently called in, maturing April 10th, who desire to re-invest the proceeds, can receive their full value in cash, or in exchange for other Government Bonds, at our office.

FISK & HATCH

Cincinnati 7³/₁₀ Per Cent.

MUNICIPAL BONDS, DUE 1906.

A LIMITED AMOUNT FOR SALE BY

KUHN, LOEB & CO., 31 NASSAU ST.

The Coal Trade.

The total tonnage for the week ending on the 20th instant, as reported by the several carrying companies, amounted to 268,483 tons, against 262,124 tons in corresponding week last year, an increase of 6359 tons. The total amount of anthracite mined for the coal year is 1,304,984 tons, against 1,311,021 for same period last year, a decrease of 6037 tons. The quantity of bituminous coal sent to market for the week was 40,501 tons, against 50,163 tons for corresponding week last year, an increase of 9662 tons. The whole bituminous tonnage from the beginning of the coal year is 142,947 tons, against 168,820 tons in corresponding time last year, a decrease of 25,443 tons. The total tonnage of all kinds of coal for the week is 308,964 tons, against 312,287 to corresponding date last year, a decrease of 3323 tons, and the total tonnage for the coal year is 1,447,931 tons, against 1,479,411 tons to same date last year, a decrease of 31,480 tons. The receipts at Perth Amboy for the week ending on the 20th instant were 25,825 tons, the shipments 11,708 tons, leaving a stock on hand of 125,462 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last week was 34,474 tons, of which 26,414 tons were coal, and 8060 tons coke. The total carried this year is 4,784,842 tons, of which 3,880,862 were coal, and 866,421 coke. This total embraces all the coal carried over the road east and west.—Phila. Ledger, Jan. 29.

The Port Dover and Lake Huron Railway, from Port Dover to Stratford, a distance of 63 miles are now opened; engine houses and other buildings erected at both those places and at Woodstock; and three locomotives, four passenger and twenty-eight other cars in use. The freight moved in 1876 amounted to 20,311 tons, and the total earnings were \$38,759 50.

The Dominion Telegraph Co. have finished another section of their line in Nova Scotia which completes the system from Torbay and Cape Canso to Halifax. Connection will be made with Ontario and Quebec this year.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Carriages.	No. of Drivers.	COMPANIES	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
							Bonded Debt.	Floating Debt.	Gross.	Net.	Dividend.	Capital.	Par.	Paid.	Market.
Sept. 30, '75	11.00	153	45	Albany.....N.Y.	221,500	200,000	79,500		131,006	38,717	100	100	100	
Sept. 30, '75	1.00			Albany at Freight (B'ton). Mass.	49,238	75,000			1,999	158	100	100	100	
Sept. 30, '75	25.00	491	98	Atlantic Avenue (B'lyn). N.Y.	1,261,912	960,200	490,000	20,107	378,017	128,809	5	100	100	
Dec. 31, '75	9.81	704	106	Baltimore City (Balt.). Md.	1,000,000	1,000,000			616,538	221,900	6	25	25	33
Sept. 30, '75	22.00	396	43	Bleeker St. & F.P. (N.Y.C.). N.Y.	1,801,795	900,000	697,000	49,107	246,785	151,992	6	100	100	
Sept. 30, '75	5.82			Boston and Chelsea.....Mass.	110,000	110,000			8,900	7,099	6.2	100	100	
Sept. 30, '75	13.83	310	60	Broadway (Brooklyn).....N.Y.	473,576	200,000	210,000	40,659	225,486	53,516	12	100	100	
Sept. 30, '75	16.25	1,000	147	B'way & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	238,169	1,004,892	268,261	6	100	100	
Sept. 30, '75	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	108,100				
Sept. 30, '75	89.06	1973	441	Brooklyn City.....N.Y.	2,460,056	2,000,000	390,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '75	22.50	287	72	Brooklyn City & Newtown. N.Y.	579,359	400,000	400,000	55,710	196,743	59,363				
Sept. 30, '75	19.93	251	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,335	178,983	37,348		100	100	
Sept. 30, '75	17.86	111	28	Buffalo East Side.....N.Y.	414,235	28,000	238,000	140,838	62,332	9,991		100	100	
Sept. 30, '75	17.62	411	71	Buffalo street (Brooklyn). N.Y.	648,928	100,000	563,889	114,457	211,606	33,422		100	100	
Sept. 30, '75	11.00	131	32	Bushwick (Brooklyn).....N.Y.	499,604	309,000	200,000	1,589	176,149	107,374		100	100	
Sept. 30, '75	50.30			Cambridge (Boston).....Mass.	824,309	824,300	150,000		77,187	77,187	9	100	100	111
Sept. 30, '75	4.92	149	30	Central Cross-Town. N.Y. City	817,046	600,000	240,000	20,519	74,979	Deficit		100	100	
Sept. 30, '75	24.09	1105	131	Cent. P. & E.R. (N.Y.C.). N.Y.	2,076,700	1,676,700	1,200,000	10,759	772,315	163,266		100	100	
Sept. 30, '75	6.00	175	29	C. H. St. & Tenth St. N.Y. C.	764,500	610,000	68,500	1,507	98,112	5,617	40	50	20	130
Oct. 31, '75	9.50	342	43	Citizens' (Phila.).....Pa.	232,467	192,750			359,714	106,982	20	50	20	46
Oct. 31, '75	9.61	227	38	Citizens' (Pittsburg).....Pa.	179,870	184,000	50,000	7,905	207,018	41,817	20	50	20	46
Sept. 30, '75	15.03	248	26	Coney Island & Brooklyn. N.Y.	716,759	500,000	397,000	37,070	207,280	37,793		100	100	
Sept. 30, '75	11.23	876	131	Dry Dock, E.B. & B. (N.Y.C.). N.Y.	1,161,213	1,300,000	1,005,000		937,476	122,556	8	100	100	
Sept. 30, '75	10.31	92	17	Eight Avenue (N.Y. City). N.Y.	1,823,076	1,000,000	203,000	105,000	832,785	136,410	12	100	100	
Dec. 31, '75	7.09	92	17	Elizabeth and Newark.....N.J.	27,920	232,725		41,195	46,833	8,448		100	100	
Oct. 31, '75	6.67	32	20	F. d. St. & P. Val. (Phg.). Pa.	15,719	100,000	75,000	10,000	72,901	8,639		25	25	
Sept. 30, '75	10.26	453	64	42d St. & Gr'd St. F. (N.Y.C.). N.Y.	1,051,679	748,000	236,000	49,022	348,096	66,907	9	100	100	
Oct. 31, '75	22.86	502	71	Frankford & Southwark (Ph.). Pa.	937,902	600,000	211,500		402,716	98,104	10	50	50	71
Oct. 31, '75	34.91	462	72	Germantown (Phila.).....Pa.	772,305	539,514	106,500	21,600	471,319	103,017	7	50	50	65
Sept. 30, '75	8.77	163	27	Gr'd St. & Newtown (Bk'n). N.Y.	321,840	170,000	90,000	6,100	95,236	24,405		100	100	
Sept. 30, '75	8.50	172	41	Gr'd St. Prop. P. & Flatbush. N.Y.	460,599	200,000	200,000	102,427	77,578	2,700		100	100	
Oct. 31, '75	7.94	241	43	Green and Coates St. (Phila.). Pa.	261,912	150,000	100,000	6,500	211,719	61,632	27	50	15	45
Sept. 30, '75	11.36	139	26	Harim, Br., Morr. & F'dham. N.Y.	287,502	299,100	146,000		97,966	5,364		100	100	
Sept. 30, '75	11.86	321	56	Hous. W. St. & Pavia Fy. N.Y.	717,250	238,750	478,500		238,493	50,400		100	100	
Oct. 31, '75	17.22	471	76	Heat, Mant. & F'mount (Ph.). Pa.	402,727	300,000	125,000	21,737	398,918	93,105	16	50	25	161
Sept. 30, '75	6.50	264	38	Highland (Boston).....Mass.	450,083	220,000	120,000	128,222	227,438	41,250	8	100	100	106
Sept. 30, '75	10.75	67	73	Jamaica, Woodh'n & B'lyn. N.Y.	100,000	100,000			22,019	594		100	100	
Oct. 31, '75	5.99	132	22	Lombard and South St. (Ph.). Pa.	179,807	125,000	62,567		109,882	21,309	12	50	12	16
Sept. 30, '75	7.50	7	4	Long Island City Shore.....N.Y.	165,000	75,000	90,000		20,761	3,337		100	100	
Sept. 30, '75	5.02	50	12	Lowell Horse.....Mass.	100,569	93,100		7,762	33,927	4		100	100	
Sept. 30, '75	12.79	252	37	Lynn and Boston.....Mass.	291,296	200,000	10,000	61,017	166,496	15,587	4	100	100	2
Sept. 30, '75	8.50			Linden and Melrose.....Mass.	60,245	165,500	15,000					100	100	
Sept. 30, '75	5.21	90	15	Merrimac Valley.....Mass.	79,770	50,000			33,422	2,615		100	100	
Sept. 30, '75	47.59	1317	265	Metropolitan (Boston).....Mass.	2,703,761	1,500,000	748,442	326,245	1,267,707	219,558	7	100	100	611
Sept. 30, '75	6.30	312	63	Middlesex (Boston).....Mass.	733,080	400,000	376,000	153,158	249,821	54,506	6	100	100	791
Sept. 30, '75	8.55	52	8	Naumkeag.....Mass.	207,197	150,000	85,900	1,900	32,050	2,792		100	100	
Sept. 30, '75	8.82	36	6	New Bedford & Fairhaven. Mass.	81,066	50,000		30,190	23,275	2,457		100	100	
Sept. 30, '75	4.20	5 D.	12	New York Elevated.....N.Y.	1,677,522	798,300	771,000	108,322	93,657	def. 477		100	100	
Sept. 30, '75	7.50	52	17	New Wmsburg & Flatbush. N.Y.	328,588	300,000			65,388	3,197		100	100	
Sept. 30, '75	6.10	200	20	Ninth Avenue (N.Y. City). N.Y.	999,422	799,200	207,000	20,663	108,330	13,432		100	100	
Sept. 30, '75	11.16	124	29	North 2d St. & Middle Vil. N.Y.	242,316	142,100	125,000	2,348	148,351	69,979		100	100	
Dec. 31, '75	13.09	241	47	Orange and Newark.....N.J.	1,041,157	290,000	700,000	166,420	222,901	31,077		100	100	
Sept. 30, '75	14.40	160	43	Park Avenue (Brooklyn). N.Y.	412,098	200,000	300,000	56,000	123,715	31,978		100	100	
Oct. 31, '75	9.83	57	13	People's (Scranton).....Pa.	162,719	150,000		15,000	42,108	13,108	8	100	100	
Oct. 31, '75	6.69	21	14	People's (Pottsville).....Pa.	162,114	100,000	35,000	8,107	23,591	1,006		50	20	
Oct. 31, '75	12.79	641	119	Philadelphia City (C. & W.). Pa.	793,912	500,000	200,000	69,108	662,367	123,409	20	50	25	64
Oct. 31, '75	6.22	15	16	Philadelphia and Darby.....Pa.	326,859	200,000	100,000		24,000	8	20	20	20	103
Oct. 31, '75	13.17	151	22	Philadelphia & Gray's Ferry. Pa.	311,718	300,000	6,500	32,700	131,718	41,718	10	50	30	
Oct. 31, '75	8.76	137	40	Pbg., Allegheny & Manchester. Pa.	392,718	300,000	100,000		171,319	45,510	8	50	50	
Oct. 31, '75	10.60	121	20	Pittsburg and Birmingham. Pa.	196,322	150,000	50,000		81,310	13,108		50	37	
Oct. 31, '75	10.00	132	29	Pbg. Oakland & E. Liberty. Pa.	191,927	150,000	4,000	37,040	59,172			50	50	
Dec. 31, '75	7.13	7	16	Portland.....Me.	175,000	157,600		1,000	49,853	4,791		100	100	
Sept. 30, '75	5.00	40	18	Portsmouth City.....N.Y.	131,702	76,705	27,000	33,908	23,548	2,443		100	100	
Sept. 30, '75	16.75	212	44	Prospect Park & Coney I. N.Y.	1,011,126	500,000	500,000	3,224	151,178	43,339		100	100	
Dec. 31, '75	14.12	280	41	Ridge Avenue (Ph.). Pa.	423,951	450,000	58,430		249,316	51,102	10	50	30	50
Sept. 30, '75	17.00	156	47	Rochester and Brighton.....N.Y.	263,509	105,000	138,000	32,450	122,807	45,789		100	100	
Sept. 30, '75	22.00	1109	169	Second Avenue (N.Y. City). N.Y.	2,547,402	1,991,500	1,317,000	35,400	780,147	155,675	8	100	100	68
Oct. 31, '75	41.66	635	116	2d and 3d street (Phila.). Pa.	822,401	671,578	109,300		571,222	192,513	17	50	31	60
Oct. 31, '75	7.50	301	38	17th and 19th street (Phila.). Pa.	209,437	169,000	50,000	10,000	246,668	79,314	12	50	15	40
Sept. 30, '75	8.37	1075	112	Sixth Avenue (N.Y. City). N.Y.	2,367,038	750,000	415,000	830,000	836,970	162,899	10	100	100	
Sept. 30, '75	10.36	350	62	South Boston.....Mass.	546,268	450,000		26,268	306,565	35,976	7	100	100	60
Sept. 30, '75	6.50													

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.*.....100	\$8,500,000	J. & J.	Jan. '77 34	Little Miami.*.....50	\$ 871,450	quarterly	Dec. '76 2	Vermont and Mass.....100	\$2,800,000	A. & O	Oct. '76 24
Atlanta and West Point.....100	1,232,200	J. & J.	July 75 8	Little Schuylkill.*.....50	2,648,100	J. & J.	Jan. '77 24	Ware River.*.....100	750,000	J. & J.	Jan. '77 3
Baltimore and Gulf.....100	8,693,200	J. & J.	July 75 8	Long Island.....50	8,000,000	M. & S.	May '73 10	Warren (N. J.).....100	1,800,000	A. & O	Oct. '76 3
Baltimore and Ohio.....100	7,800,000	M. & S.	Nov. '73 34	Louisv. Cin. and Lex.*.....50	1,823,482	J. & J.	July '69 3	Warwick Valley.....100	225,000	A. & O	Apr. '72 24
Avon, Genesee & Mt. M.*.....100	225,000	A. & O	Jan. '75 5	Louisv. & Nashville.....100	8,980,800	F. & A.	Feb. '74 4	Westchester & Phil. pref.100	821,300	J. & J.	Jan. '77 4
Baltimore and Mt. M.*.....100	13,151,962	M. & S.	Nov. '75 5	Louisv. N. Alb. & Chi.100	3,000,000	J. & D.	Dec. '70 3	West Jersey.....100	1,555,750	F. & A.	Feb. '77 3
Washington Br.*.....100	1,050,000	A. & O	Apr. '75 5	Lowell and Andover.....100	500,000	J. & J.	Jan. '77 34	Winchester & Potomac*100	180,000	J. & J.	Jan. '77 3
Parkshire.*.....100	320,500	quarterly	Jan. '77 14	Lowell and Lawrence.....100	200,000	A. & O	Oct. '76 3	Winchester & Strasburg*100	500,000	J. & J.	Jan. '77 34
Boston and Corning.*.....50	250,000	J. & D.	Dec. '72 24	Lykens Valley.....100	600,000	F. M. A. N.	Aug. '75 24	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Boston and Albany.....100	20,000,000	M. & N.	Nov. '76 4	Macon and Western.....100	2,500,000	J. & J.	July '75 5				
Bos., Cin. & Fitch. pref.100	1,172,800	J. & D.	Jan. '76 3	Manchester and Law.....100	1,000,000	M. & N.	Nov. '76 5				
Agricultural Br. guar.100	60,000	J. & D.	June '76 3	Marquette & Cincinnati. 50	1,408,912	J. & J.	Jan. '77 5				
Boston and Lowell.....500	3,200,000	M. & N.	Nov. '76 3	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 34				
Boston and Maine.....100	6,921,274	M. & N.	Nov. '76 3	" 2d pref. 50	4,460,368	M. & S.	Sep. '66 34				
Boston and Providence.....100	4,000,000	M. & N.	Nov. '76 4	Massachusetts.....100	400,000	F. & A.	Feb. '75 3				
Atli. borough Branch.....100	131,700	J. & J.	Jan. '77 34	Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '77 34				
Bost. Revere B. & Lynn.....100	350,000	quarterly	June '75 24	Michigan Central.....100	18,738,204	J. & J.	Jan. '77 34				
Buffalo, N. Y. and Erie*.....100	950,000	F. & A.	Sept. '75 5	Mill Creek & Minebl'd. 50	32,375	J. & J.	Jan. '77 34				
Burlington and Mo. Riv.100	5,254,203	M. & S.	Sept. '75 5	M. Hill & Schuyl. Hav.* 50	8,556,450	J. & J.	Jan. '77 34				
" pref.100	1,486,900	M. & S.	Sept. '75 5	Morris and Essex*.....50	14,008,100	J. & J.	Jan. '77 34				
Camden and Amboy*.....100	5,847,800	quarterly	Jan. '77 24	Mt. Carbon & Pt. Carbon.100	282,350	J. & J.	Jan. '77 34				
Camden and Atlantic.....50	377,400	quarterly	Jan. '77 2	Nashua and Lowell.....100	800,000	M. & N.	Nov. '76 2				
" pref. 50	838,352	quarterly	Jan. '77 2	Nashville and Decatur.....100	1,539,000	J. & J.	Dec. '76 14				
Cape Cod.....100	1,020,389	J. & J.	Jan. '72 24	Nash. Chat. & St. Louis.100	6,575,258	A. & O	Oct. '76 14				
Cape May and Millville* 50	447,000	J. & D.	Dec. '76 3	Neagutuck.....100	1,918,400	J. & J.	Jan. '77 5				
Catawissa & Foggeliev. 50	428,900	Novemb.	Nov. '71 6	Neaquehoning Valley*.. 50	1,000,000	M. & S.	Sept. '76 5				
Catawissa.....50	1,159,500	J. & J.	Nov. '76 34	Newark and N. York*.....100	977,400	J. & J.	Jan. '77 34				
" pref. 50	2,200,000	M. & N.	Nov. '76 34	N. Castle & Beaver Val.* 50	1,500,000	quarterly	Oct. '74 3				
" 2d pref. 50	1,000,000	M. & N.	Nov. '76 34	N. Haven & Northamp.100	600,000	quarterly	Oct. '74 3				
Cayuga and Susq.*.....100	639,116	J. & J.	Jan. '77 4	New Jersey*.....100	7,295,200	quarterly	Jan. '77 24				
Cedar Rapids & Mo. R.*100	6,350,400	F. M. A. N.	Feb. '77 34	New London Northern*100	1,418,800	quarterly	Jan. '77 2				
" pref.100	769,000	F. & A.	Feb. '77 34	N. Y. Cen. & Hudson R.*100	89,428,330	quarterly	Jan. '77 2				
Central of Georgia.....100	4,668,800	J. & D.	June '74 4	New York and Harlem.....100	8,500,000	J. & J.	Jan. '77 4				
Central of New Jersey.....100	20,600,000	quarterly	Apr. '75 24	" pref.100	1,500,000	J. & J.	Jan. '77 4				
Central Ohio.....100	23,500,000	J. & J.	Jan. '77 24	N. Y., N. H. & Harf.100	15,500,000	J. & J.	Jan. '77 5				
" pref. 50	407,000	J. & J.	Jan. '77 3	N. Y., Provid. & Boston.100	2,500,000	quarterly	Feb. '77 24				
Central Pacific.....100	54,275,500	A. & O	Oct. '75 4g	Niag. Bridge & Canard*100	1,000,000	J. & J.	Jan. '77 3				
Chenango.....100	480,000	quarterly	Jan. '77 14	North Carolina*.....100	4,000,000	Irregular.	Jan. '77 3				
Chester, preferred.....100	1,155,300	J. & J.	Jan. '77 1	N. Eastern S. C. pref.100	96,000	M. & N.	May '67 4				
Chicago and Alton.....100	9,649,100	M. & S.	Sep. '76 4	No. h. Pennsylvania.....50	3,978,150	F. & A.	Feb. '77 3				
" pref.100	2,425,400	M. & S.	Sep. '76 4	Northern Central.....100	5,842,000	J. & J.	Apr. '76 3				
Chicago, Bari. & Quincy.....100	27,512,842	M. & S.	Sep. '76 3	Northern N. H. pref.100	1,000,000	J. & J.	July '74 4				
Chicago, Iowa & Nebra*100	3,916,200	J. & J.	Jan. '77 5	Norwich & Worcester*100	2,604,400	J. & J.	Jan. '77 5				
Chi. Mil. and St. Paul.....100	15,399,261	A. & O	Dec. '70 76	Ogdensb. & L. Champi*100	3,777,000	J. & J.	July '76 2				
" pref.100	12,274,483	A. & O	Oct. '76 34	" pref.100	2,000,000	A. & O	Oct. '76 4				
Chicago & N. Western.....100	14,994,600	J. & D.	Dec. '72 34	Ohio and Mississippi.....100	20,000,000	quarterly	Mar. '75 34				
" pref.100	21,485,652	J. & D.	Jan. '77 24	" pref.100	4,080,000	J. & D.	Mar. '75 34				
Chicago, R. I. & Pacific.....100	25,000,000	quarterly	Feb. '77 2	Old Colony.....100	6,733,300	J. & J.	Jan. '77 3				
Cin. Ham. & Dayton.....100	3,500,000	A. & O	Apr. '73 4	Oswego and Syracuse*100	482,400	F. & A.	Aug. '76 4				
Cin. Sand. and Cleve.*.....50	2,980,500	J. & J.	Apr. '72 10g	Pacific of Missouri.....100	3,635,750	quarterly	July '75 14				
" pref. 50	413,150	M. & N.	Nov. '76 2	Panama.....100	7,000,000	quarterly	Jan. '77 3				
Clev. Col. Cin. & Ind.100	14,991,275	F. & A.	Feb. '76 2	Paterson and Hudson*100	632,000	J. & J.	Jan. '77 4				
Cleveland & Mahoning* 50	2,155,589	M. & N.	Nov. '76 34	Paterson and Newar*100	250,000	J. & J.	Jan. '77 4				
Cleveland & Pittsburg* 50	11,236,150	quarterly	Dec. '76 14	Paterson and Ramap*100	248,000	J. & J.	Jan. '77 4				
Columbus and Xenia*.....50	1,785,900	M. J. H. D.	Dec. '76 2	Pember. & Hightstown* 50	342,150	J. & J.	Jan. '77 3				
Colum. & Hocking Val.100	2,500,000	F. & A.	Feb. '77 4	Pennsylvania.....100	68,144,470	quarterly	Nov. '76 2				
Concord.....100	1,500,000	M. & N.	Nov. '76 5	Peoria & Bureau Val.100	1,200,000	F. & A.	Feb. '77 4				
Concord and Ports*.....100	350,000	J. & J.	Jan. '77 34	Philadelphia and Erie* 50	6,004,300	J. & J.	July '74 4				
Conn. & P. & N. p. div. 100	2,100,000	F. & A.	Feb. '75 3	" pref. 50	2,400,000	J. & J.	July '74 4				
Connecticut Ave.....100	2,100,000	J. & J.	Jan. '77 4	Phil. Ger. & Norristown* 50	1,628,250	M. J. S. D.	Dec. '76 3				
Cumberland & Del. v. 50	1,224,950	J. A. J. O.	Jan. '77 24	Philadelphia & Reading 50	32,725,775	quarterly	Jan. '77 24				
" 1st pref. 50	241,900	A. & O	Oct. '76 4	" pref. 50	1,551,800	quarterly	July '76 34				
" 2d pref. 50	243,900	A. & O	Oct. '76 4	Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '77 24				
Danbury and New H. 50	600,000	J. & J.	Dec. '75 14	Phila. Wil. & Balt.....100	11,538,250	J. & J.	Jan. '77 4				
Delaware.....100	1,230,950	J. & J.	Jan. '77 3	Pittsb., Ft. W. & Chi.*100	19,714,285	quarterly	Jan. '77 14				
Del., Lackaw. & Westn. 50	23,500,000	quarterly	July '76 24	" Special Imp.100	2,000,000	quarterly	Jan. '77 14				
Detroit & Milwaukee* 50	822,140	J. & J.	Jan. '77 3	Pittsfield & N. Adams.....100	1,000,000	J. & J.	Jan. '77 3				
" pref. 50	2,096,000	A. & D.	Dec. '69 7	Port and Kennelbec.....100	618,700	J. & J.	Jan. '77 3				
Dubuque & Sioux City* 50	5,000,000	J. & J.	Jan. '77 3	Yarmouth certificates.100	202,400	A. & O	Apr. '72 3				
East Pennsylvania*.....50	1,500,200	J. & J.	Jan. '77 3	Portl. Saco & Portam.....100	1,500,000	J. & J.	Jan. '77 3				
East Mahanov.....100	392,950	J. & J.	Jan. '77 24	Providence & Worcester.100	2,000,000	J. & J.	Jan. '77 3				
East Tenn. Va. & Ga.100	1,968,274	A. & O	Apr. '76 3	Raleigh and Gaston.....100	1,500,000	J. & J.	July '76 3				
Eastern (Mass.).....100	1,968,274	J. & J.	July '73 3	Rensselaer & Saratoga*100	6,000,000	J. & J.	Jan. '77 4				
Eastern (N. H.).....100	492,500	F. & A.	July '73 3	Roch. & Genesee Val.*110	655,200	J. & J.	July '75 3				
Elmira, Jol. & Canada* 50	500,000	F. & A.	Aug. '74 24	Rome, Watert. and Ogd.100	2,998,900	J. & J.	July '76 3				
Elmira & Williamsport* 50	500,000	M. & N.	May '76 24	Rutland*.....100	2,480,000	J. & J.	July '76 3				
" pref. 50	500,000	J. & J.	Jan. '77 34	" preferred.....100	4,188,700	F. & A.	Feb. '75 34				
Erie Railway.....100	78,000,000	J. & J.	Oct. '73 34	St. Louis & Pacific pref.100	162,000	A. & O	Oct. '76 34				
" pref. 50	8,595,811	J. & J.	Oct. '73 34	St. Croix and Penobscot.100	100,000	J. & J.	July '71 2				
Erie and Pittsburg*.....50	1,000,260	quarterly	Dec. '76 14	St. L. Alt. & T. route.100	2,300,000	J. & J.	July '74 2				
Fitchburg.....100	4,000,000	J. & J.	Jan. '77 3	" pref. 50	2,040,000	July	July '74 2				
Georgia.....100	2,000,000	J. & J.	Jan. '77 3	St. L. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3				
Great Western, (Ca.).....100	19,237,434	A. & O	Apr. '74 14	St. L. Kan. C. & North.100	12,000,000	quarterly	Nov. '72 24				
Hanover & J. Joseph.....100	4,151,700	F. & A.	Aug. '70 34	" pref.100	12,000,000	quarterly	Nov. '72 24				
Hanover Branch, (re.).....100	1,100,850	M. & N.	May '75 5	Schuylkill Valley*.....50	678,050	J. & J.	Jan. '77 24				
Harlem Extension.....100	4,000,000	J. & J.	Jan. '77 3	Seaboard and Roanoke.....100	1,151,400	M. & N.	May '76 4				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '77 34	Shumokin V. & Pottav.* 50	869,450	F. & A.	Aug. '76 3				
Houstonville, pref.100	1,180,000	quarterly	Jan. '77 2	Shore Line*.....100	995,800	J. & J.	Jan. '77 6				
Huntingdon & P. D. Top. 50	880,000	J. & J.	Jan. '77 2	South Branch (N. J.)*100	438,900	J. & J.	Jan. '77 3				
" pref. 50	450,750	J. & J.	July '68 34	S. C. & N. C. pref.100	6,319,275	F. & A.	Feb. '72 1				
Indiana Central.....100	3,600,000	F. & A.	Feb. '77 2	South Western, (Ga.)*100	3,892,300	J. & D.	June '76 34				
Indianapolis, Cin. & Lex. 50	7,885,497	M. & S.	Sep. '67 4	Staten Island.....100	800,000	J. & J.	July '67 2				
Iowa Falls & Sioux City*100	4,925,000	quarterly	Dec. '76 14	Stonbridge and Pitts*100	445,700	J. & J.	July '76 3				
J. H. Serv. Ind. & Ind.100	2,000,000	quarterly	Dec. '76 14	Stony Brook*.....100	287,300	M. & N.	Nov. '75 3				
Joliet and Chicago*.....100	1,500,000	quarterly	Jan. '77 14	Summit Branch*.....100	4,125,000	J. & J.	Jan. '77 3				
Joliet & North Indiana*100	300,000	J. & J.	July '75 4	Sussex (N. J.).....100	371,350	J. & J.	Jan. '77 24				
Lake Shore & Mich. So.100	49,646,500	F. & A.	Feb. '77 14	Syr. Bingham. & N. Y.*100	2,000,000	J. & D.	Dec. '76 4				
" (guar.).....100	533,500</										

Railroads of Illinois.

The annual report of the Board of Railroad and Warehouse Commissioners, of Illinois, which is now in process of preparation, shows that the total length of the main line of all the railroads in the State, and those which pass through or come to the State, is 10,526 miles, of which 363 miles are double track. The total length of main lines in the State is 5005 miles; length of the branches of all these roads, 4883 miles; length of branches in Illinois, 2280 miles; total length of main lines and branches of roads in the State, and those which come into the State, 15,414 miles; total length of main lines and branches in the State, 8276 miles, which is an increase of 168 miles since the last annual report. There are fifty-two companies in the State, many of which are the result of numerous consolidations and combinations.

The Bay Ridge Railroad on Long Island is rapidly nearing completion and will be in running order in a short time. It is expected that the old route, surveyed through Flatlands Neck for the Manhattan Beach Railroad Company, will be abandoned, and that their road between Greenpoint and East New York will be consolidated with the Bay Ridge Railroad. The directors have in contemplation the laying of a Coney Island track parallel with and a short distance west of Ocean Avenue. The advisability of making some arrangement by which the same road used by the Brooklyn, Flatbush and Coney Island Railroad can be used is also under discussion. If this is done a double track will be laid from the junction to the terminus at Coney Island.

The Baltimore City Directors in the Baltimore and Ohio Railroad Company are: John F. Wiley, Robert T. Banks, B. F. Ulman, Wm. A. Boyd, Thos. O. Sellers, Wm. H. Strauss and Joseph B. Stafford.

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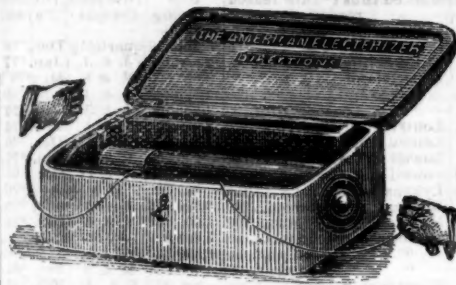
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NOTARY PUBLIC.
182 Broadway, New York.

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A DIVIDEND OF TWO (2) PER CENT HAS been declared by this Company, payable on the first day of February next to the holders of the capital stock of this Company as registered at the close of the 13th day of January next, after which and until the 5th day of February the transfer books will be closed.
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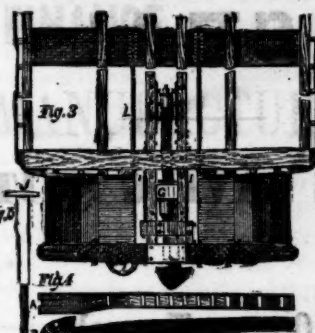
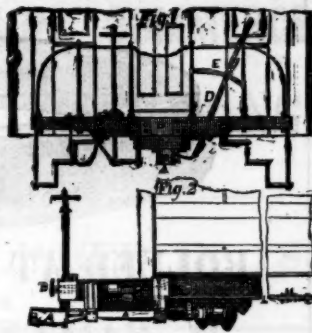
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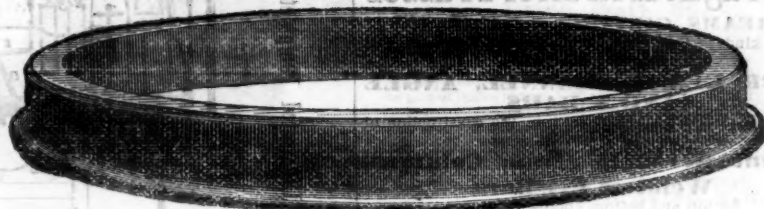
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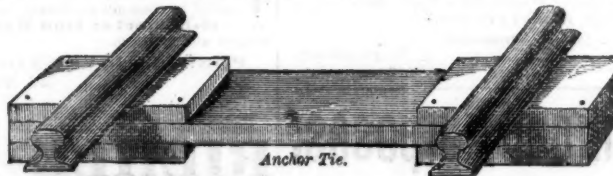
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